



Baltimore-Washington Project Moving Forward *Environmental Studies and Public Involvement Underway*

The Maryland Mass Transit Administration (MTA) is moving forward with environmental studies, engineering, and public involvement for the Baltimore Washington Maglev project. Maglev is a concept that is completely new to most Americans. Maglev vehicles are operated by a non-contact electromagnetic support system that actually lifts, guides and propels the vehicle forward at speeds in excess of 240 miles per hour.

In late January 2001, the Federal Railroad Administration (FRA) announced that the Baltimore-Washington project and the Pittsburgh project were selected to conduct additional studies that could lead to the building of a Maglev system in the future.

The MTA and its Maglev team of consultants have been collecting data

and refining analyses in preparation for the Environmental Impact Statement or EIS phase of studies. An EIS involves intensive environmental and engineering studies and meetings with the public and various government agencies.

When both Baltimore and Pittsburgh have prepared EIS documents, the FRA is scheduled in 2003 to select one to receive a \$950 million federal authorization to construct the project.

“We plan to use a number of tools to keep the public informed on the status of the project,” said Suhair Alkhatib, MTA’s Project Manager. “Our public involvement tools include this newsletter, a new project website and a series of meetings beginning with public and agency scoping meetings in September.”

CREATING A PUBLIC-PRIVATE PARTNERSHIP

To maximize the likelihood of building the Maglev project, the MTA is building a strong public private partnership among federal, state, local and private participants. The Baltimore-Washington Maglev project will be delivered by a public-private partnership where private partners will design, construct, operate and maintain a system under contract with a public owner responsible for ensuring quality and safety. The Baltimore-Washington project will not only be built with public funds, but also private investments. Approximately two-thirds of the cost will be funded by the private sector. The remaining one-third of the total project cost will be funded by federal, state and local funds. The private sector funding is proposed to include revenue bonds, tax increment financing revenues, joint development, parking revenue bonds and vendor equity.

To encourage participation from private sector partners, an industry roundtable meeting will be held in the Fall 2001. Companies interested in partnering to design, build, maintain, operate, finance and furnish parts and materials for this project are invited to attend. The type of firms sought include: system integrators, developers, systems engineers, architects and engineers, contractors and builders, steel and concrete suppliers, manufacturers and fabricators, electric component manufacturers and installers, and firms specializing in operations and maintenance.

Also invited to the meeting will be real estate developers who may wish to develop the air rights above and adjacent to the Maglev stations for commercial, office, hotel and retail type uses. The proposed Maglev stations are located in downtown Baltimore, downtown Washington, D.C. and in the vicinity of BWI Airport. Each of the sites under consideration has the potential for real estate development that would complement the proposed Maglev stations. Any firm interested in becoming part of the public-private partnership should contact the MTA.

Maglev System Under Construction in China

The world's first high-speed Maglev system for commercial operation is under construction in Shanghai, China. Work began on the innovative system after the signing of the construction contract in early 2001.

The German Maglev manufacturing companies, Siemens and ThyssenKrupp, are joined by Transrapid International, in supporting the Chinese as they construct the system. The magnetic link should be completed by the end of 2003. This new system will allow passengers to travel at speeds of more than 250 mph between Shanghai Airport and the financial district in the city's center. Congestion is such a problem now that the 19-mile journey can take 60 minutes by car. Maglev technology will cut the trip to less than 10 minutes.

The cost of the China project is an estimated \$940 million. The initial

project, if successful, could lead to an extension connecting Shanghai with Beijing, China's capital, more than 800 miles away. Longer distances take advantage of Maglev's full capabilities for high-speed, rapid acceleration and braking. This is the first commercial application of the German Transrapid system, which has been in development for more than three decades.

Another Transrapid Maglev system, is currently in daily operation at a test facility in northwestern Germany. This facility charges the general public to ride on a prototype Maglev that is identical to the Shanghai system under construction. Germany has plans for its own Maglev system. It is focusing on two potential Maglev projects, one in Bavaria and the other in North Rhine/Westphalia.

FOR MORE INFORMATION:

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The Environmental Process

The Federal Railroad Administration (FRA) has published the Notice of Intent in the July 19th Federal Register which officially begins the process of developing an Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA). The Maglev project, as all federally sponsored projects, must review the project elements for impacts on the environment and compliance with NEPA and other related regulations. The EIS for the Baltimore-Washington project has several stages.

- **Scoping:**

The scoping process begins with the NOI issued by the sponsoring Federal agency, the FRA, in the Federal Register and with notices published in the local newspapers by the project sponsor followed by public meetings to solicit public and agency input to ensure that all significant issues are identified and all reasonable alternatives are addressed.

- **Draft EIS:**

This project stage will assess the effects of the alternative alignments on the natural and human environment. The DEIS will collect information on

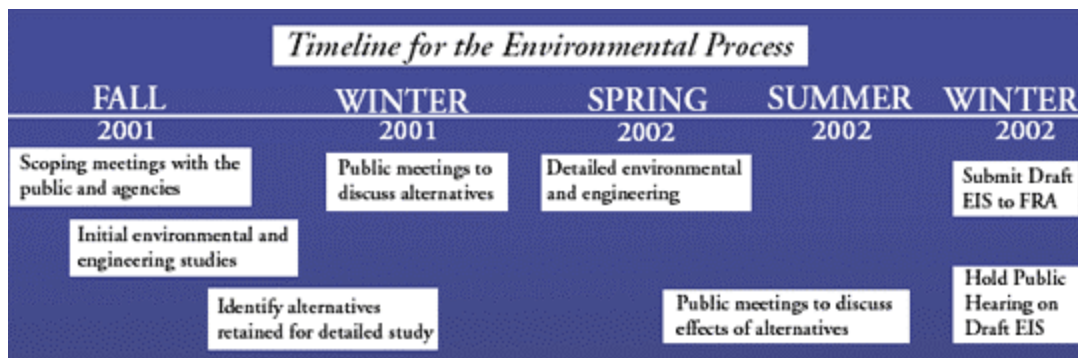
existing conditions and assess the impact of the project. Areas to be evaluated include: land use, socioeconomics, cultural resources, wetlands, floodplains, water quality, endangered species, visual and aesthetics, air quality, noise, vibration and EMF (electro-magnetic fields).

- **Public Involvement:**

Public involvement activities, beginning with the scoping process, will be held over the next 15 months. Once the DEIS document is prepared, a public hearing will be held and comments received from the general public and agencies. The comments will be evaluated before selection of a preferred alternative.

- **Final EIS:**

After reviewing the impacts identified in the DEIS and the comments received in the public hearing process, the preferred alternative will be selected. If a build option is selected, a Final Environmental Impact Statement (FEIS) will be prepared. The FRA issues a Record of Decision (ROD) and the project proceeds to design and construction.



Baltimore-Washington Maglev Corridor

The Baltimore-Washington Maglev corridor is approximately 40 miles long and links downtown Baltimore with Washington, D.C. with service to BWI Airport. Expected travel time between the two cities will be under 20 minutes. There are currently three alignments under study. All begin at Union Station in Washington, D.C., end at Camden Yards in Baltimore and stop at BWI Airport in between. A fourth stop at the Capital Beltway will also be considered.

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

Visit the new Maglev Website Often!

The Baltimore-Washington project is at the beginning of the Scoping Phase of the environmental process. Six scoping meetings are scheduled for mid-September. For more information, visit this site often!