The MAGLEV project

Winter 2001
Newsletter #5

A newsletter published by the Maryland Mass Transit Administration

Baltimore-Washington Project One Giant Step Closer To Bringing Maglev to the Region

Nearly two years after selecting the Baltimore-Washington, D.C. project as one of seven possible demonstration sites for the nation's first magnetic levitation system, former Secretary of Transportation Rodney Slater announced the Baltimore-Washington project as one of two projects to continue into the next phase of competition for the first national Maglev system.

"This announcement builds on our efforts to make transit a cornerstone of our future transportation system," said Maryland Governor Parris N. Glendening. "Maryland's goal is not to make transit just another option, but the preferred option of transportation."

Maglev is an electromagnetic, non-contact levitation and propulsion system that is an alternative to traditional wheel-on-rail trains with a system that lifts, guides and propels a vehicle along a guideway at speeds in excess of 240 miles per hour. The proposed line is 40 miles long and stretches from Washington, D.C. to downtown Baltimore – a route the Maglev vehicle would make in 16 to 19 minutes. "We are excited about the FRA's decision to select the Baltimore-Washington project to move forward," said John Porcari, Maryland's Secretary of Transportation. "Maryland, in cooperation with the District of Columbia, has worked hard to reach this step in the

(continued page 2)

Quotable Quotes

Below are quotes from the January announcement:

*"What we want to see in Baltimore and Washington is not a corridor of competition, but a corridor of economic activity, and this project is going help us to be able to lead the way." – **U.S.** Senator Barbara Mikulski, Maryland*

"Now you're giving that advantage to the entire region. Thanks for making us one of the lucky seven, and we intend to go all the way." – U.S. Rep. Eleanor Holmes Norton, District of Columbia

Maglev news conference with the region's leaders.

(Front Row) FRA Acting Administrator Jack Wells, Senator Barbara Mikulski (MD), Lt. Governor Kathleen Kennedy Townsend, U.S. DOT Secretary Rodney Slater, Senator Paul Sarbanes (MD), Rep. Eleanor Holmes Norton (D.C.), Rep. Benjamin Cardin (MD). (Second Row) U.S. DOT Deputy Secretary Morton Downey, FRA Acting Administrator Jack Wells, Rep. Albert Wynn (MD), Rep. Elijah Cummings (MD), D.C. Mayor Anthony Williams, Baltimore Mayor Martin O'Malley, and Rep. Steny Hoyer (MD) were all present at the announcement. Not pictured but present were MD Transportation Secretary John Porcari and MTA Administrator Ronald Freeland.

Baltimore-Washington Project

(continued from page 1)

Maglev Deployment Program. We will continue to work diligently as we enter the next phase of the Baltimore-Washington Maglev project."

As part of the next phase, the MTA will begin preliminary engineering and evaluate the environmental feasibility of alternative alignments in a Draft Environmental Impact Statement (DEIS). The three alternative alignments that have been identified are the I-95 parallel, the Baltimore-Washington Parkway parallel and the Amtrak parallel. The DEIS is a requirement of the National Environmental Policy Act and will examine the project's potential effect on communities, land use, natural areas and historical resources.

The Baltimore-Washington project was chosen along with a Pittsburgh, Pennsylvania proposal to continue further study. Pittsburgh's project links the city with its airport and eastern suburbs. Both the Baltimore-Washington and Pittsburgh projects will split $14 million in federal funds to complete site-specific studies, which must be completed by the end of 2002. In 2003, the FRA is expected to select a single project for funding, design and construction of a Maglev project.

"The fact that the Baltimore-Washington project is one of only two selected to continue in the federal program really speaks to the strength of our bid and strength of our political support," said Phyllis Wilkins of the Baltimore Development Corporation.

Message from MTA Administrator Ron Freeland

We are pleased that the Federal Railroad Administration has selected Maryland and Washington, D.C. to continue in the federal competition for bringing Magnetic Levitation Technology to the Baltimore-Washington corridor. FRA's selection of our project is an important step, but there is still much work to be accomplished. In the coming months, the MTA and its team of consultants will conduct an exhaustive study of the engineering issues and potential environmental effects that Maglev could have on our region. Through our public involvement process, we will evaluate alignments and determine station locations. We will also continue to assess the benefits that this state-of-the-art transportation technology could bring to our region.

As we proceed with our studies, we ask you to continue to participate in the planning process. We will keep you informed through our newsletter, our website, public information meetings and briefings. As always, we encourage you to share your thoughts as we continue to move forward. You are an important part of making Maglev a reality in the Baltimore/Washington region.

Ronald L. Freeland

Environmental Studies to Continue

The next phase of the Baltimore-Washington Maglev project includes preparation of the Draft Environmental Impact Statement (DEIS) and Preliminary Engineering (PE). These efforts are designed to examine the engineering and environmental feasibility of the various alignment options. An environmental assessment was developed last year by the MTA and will provide a beginning point for environmental studies. A DEIS is a federal requirement under the National Environmental Policy Act (NEPA) for all significant transportation projects using federal funding. This 1969 law requires all federal agencies to consider the environmental impacts of proposed actions before deciding whether or not to proceed with a project. In this project, the DEIS will examine resources that could be affected by the construction of Maglev, such as land use, wildlife and noise, and the project's potential effects on neighborhoods, parks and historic resources. Public information meetings will be held throughout the DEIS process are designed to educate, provide information and discuss the public's concerns about the project. The meeting times and locations will be widely advertised in this newsletter, local and regional newspapers and other media as well as on the MTA's website at www.mtamaryland.com.

As part of the study effort, more detailed assessments will be prepared of ridership and revenue estimates, costs, financing, technology transfer and development of a public/private venture to design, build, operate and maintain the Maglev system.

Mayors Travel to Germany to Discuss Maglev

The mayors of Baltimore City and Washington, D.C. visited Berlin, Germany, in August 2000 to discuss the American cities' cooperative bid to build Maglev in the region.

Baltimore Mayor Martin O'Malley and Washington, D.C. Mayor Anthony Williams traveled to meet with the former German Transport and Housing Minister Reinhard Klimmt.

"Our goal was to find out what our local governments can do to support this project in the United States, and also to demonstrate to German officials that we are committed to bringing this technology to our region," said Baltimore's Mayor O'Malley. "We think ours is the strongest bid in the competition, and we see Maglev and our region's bid for the 2012 Olympics as two projects with a great deal of synergy."

D.C. Mayor Tony Williams, former German Transport Minister Reinhard Klimmt, and Baltimore Mayor Martin O'Malley.

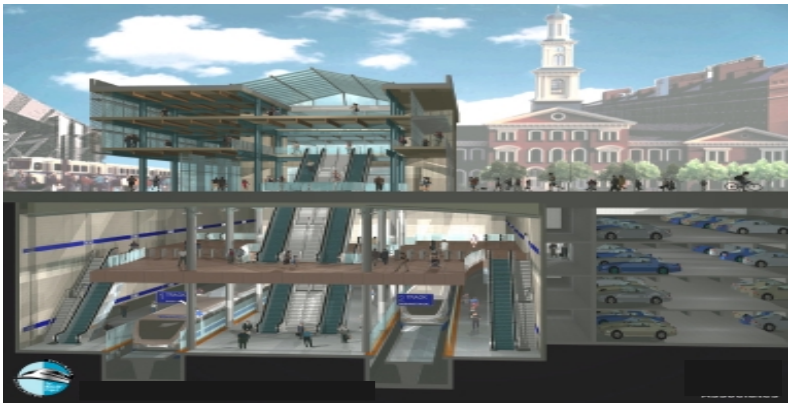
Mayor Williams praised the project and its potential for bringing high-tech industry to the corridor. "The Washington/Baltimore region boasts the highest concentration of engineers and scientists in the country. The Maglev project will benefit from the availability of these highly skilled workers. It will also help attract and grow high technology companies by providing new outlets for cutting-edge research, manufacturing and service ventures."

Germany is home to Transrapid International, a joint company of Adtranz, Siemens, and ThyssenKrupp. This innovative train system has been demonstrated and tested at the Transrapid test facility in Emsland Germany since the 1980s.

Station Planning Underway

After traveling between Baltimore and Washington, D.C. in under 20 minutes, will the Maglev passenger enter into stations that look and feel as futuristic as the technology? How will Maglev connect with existing transportation and transit systems at Union Station, BWI Airport and in downtown Baltimore? Will there be convenient access to and from Maglev for airline passengers using the BWI Airport? How will Maglev come into downtown Baltimore along Oriole Park at Camden Yards? How about parking? The MTA is examining these questions as it continues to identify several alternative locations for Maglev stations that will link downtown Baltimore, the BWI Airport and Washington, D.C.

The typical Maglev station will consists of five elements: the concourse, platforms, guideway approaches, parking facilities and associated development such as office or commercial space. These building elements will address arrival and orientation, ticketing, waiting, access to the platforms, management of the stations, concessions and connections to other modes of transportation. The development opportunities on and surrounding proposed Maglev station sites will be one source of private financing for the entire Maglev system. In total, the combined value of Maglev-associated development around the Baltimore, Washington and B.W.I. stations could exceed $1.1 billion.



(Photo) Illustrative view through Baltimore Maglev Station.

Maryland Mass Transit Administration
Office of Planning and Programming
6 St. Paul Street
Baltimore, MD 21202

U.S.POSTAGE
PAID
ODENTON, MD
PERMIT NO. 8
ZIP CODE 21113