

The Baltimore-Washington Maglev Project

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Industry Roundtable Meetings Held

To encourage private companies to become involved in the design, construction, maintenance, operation, and financing of the Baltimore-Washington Maglev Project, the Maryland Transit Administration (MTA) conducted an Industry Roundtable/Workshop held at the Hyatt Regency Hotel in downtown Baltimore on October 24 and 25, 2001.

The purpose of the workshop was to introduce the project to future contractors, investors and developers, to open the initial dialogue, and to encourage these firms to begin to form teams or partnerships that will ultimately bid on the project when it goes to contract.

“The workshop generated a lot of discussion, ideas, and suggestions for moving forward on the Maglev Project and building successful partnerships between the Maglev Project

and various contractors, vendors, investors, and developers,” said Suhair Alkhatib, Maglev Project Manager of the MTA.

Approximately 150 persons attended the two-day session. Workshop attendees were greeted on Wednesday afternoon by a panel of dignitaries led by the Master of Ceremonies, Don Hutchinson, President of the Greater Baltimore Committee. Alan Fleischmann, Chief of Staff to Lt. Governor Kathleen

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Six Public Scoping Meetings Held to Seek Input

The first phase of the Environmental Impact Statement (EIS) is complete with the conclusion of six Maglev Public Scoping meetings designed to engage the public in the Maglev project. The meetings were held over a four-week period in five Maryland locations: Linthicum Heights, Baltimore, College Park, Laurel, and Odenton, and in the District of Columbia.

“Scoping meetings are essential in planning new transportation development in any area, as public involvement ensures that the views of the community are considered. The MTA looks forward to continuing to work with the public during the development of the Environmental Impact Statement,” said Diane Ratcliff, Manager of Environmental Planning for the Maryland Transit Administration. The Scoping phase is a required component of a project’s EIS.

Scoping meetings were held from 3:30 p.m.-7:30 p.m. and were attended by residents, public officials, businesses, and agencies that have the potential to

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MDOT Secretary John Porcari speaks at the Industry Roundtable meeting.



Photographs from the Fall Scoping meetings.



Industry Roundtable Meetings Held

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Kennedy Townsend, made pledges of support and commitment in his remarks on behalf of the Lt. Governor. Maryland Department of Transportation Secretary John Porcari expressed his support for the Maglev project, stating that the State of Maryland is committed to the project and the next step is up to the U.S. Department of Transportation (U.S. DOT) to make its selection and funding commitment. Dr. Bernd Fischer, Economic Minister for the German Embassy, included in his remarks the hope that this project can be another example of German-American cooperation for improved technology.

The workshop included presentations made on a number of issues such as technology, civil construction elements, plan of finance, procurement, and project schedule.

A reception on Wednesday night at the Hyatt Regency gave the attendees an opportunity to network and discuss potential teaming opportunities. Remarks were made by Congressman Robert Erlich and Congressman Elijah Cummings,



who both spoke on the importance of the project and the political support in Washington for it.

Thursday's breakout sessions provided a framework for the procurement of a design, build, operate and maintain, known as a DBOM contract to be signed after selection of the project by the U.S. DOT. Other sessions presented related concepts including Technology Transfer, Principal Civil and Structural project elements, Operations and Marketing concessions, and opportunities for private development in the area of Maglev stations.

Private companies attending included construction contractors and builders, concrete and steel suppliers, electric power companies, manufacturers of electric components, engineering companies, real estate developers, finance companies, operating service providers, and technology providers.

Six Public Scoping Meetings Held to Seek Input

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be affected by the project. Meeting locations were selected to attract groups and individuals from areas in the potential communities surrounding the project impact area.

Attendees had the opportunity to participate in either of two 45-minute presentations about the Maglev project. The major focus of the meetings was to announce the beginning of the Environmental Impact Statement process. The process of identifying and analyzing project impacts was described in detail as well as information on environmental areas of study that include the natural, human, and physical aspects that could be impacted by



this project. A Scoping handout was distributed and a presentation provided information on the background, purpose, and benefits of the project. Safety, technology and environmental studies were also discussed. After each presentation and throughout the Scoping meeting, members from the project team were available to take comments and answer questions.

"It was a very good presentation with plenty of time for questions," commented Catherine Kennedy, who attended the Baltimore City Scoping meeting.

The Scoping handout and presentation from the meetings can be found on the Baltimore-Washington Maglev website at www.bwmaglev.com.

The Purpose and Need of the Project

The team is presently finalizing the first chapter of the Draft Environmental Impact Statement, which is the Purpose and Need of the proposed project. This chapter and associated technical studies describe the reasons the Baltimore-Washington Maglev Project should be developed, the benefits of the project, and the measures used in comparing the environmental analysis of the project impacts with the project criteria.

The needs assessment found that Maglev can play a unique and unmatched role in addressing critical transportation, economic, and environmental concerns in the Baltimore-Washington corridor. This system will help meet Baltimore-Washington corridor transportation demands, reduce congestion, promote environmental conservation, improve air quality, reduce gasoline dependency, support regional

economic partnerships, promote tourism, and support Smart Growth. In addition it will provide significant development, employment, and tourism benefits to the Baltimore-Washington corridor, and enhance the 2012 Olympic Bid.

The central goal of the Federal Railroad Administration's Maglev Deployment Program is to demonstrate Maglev technology as a viable system to help meet the nation's transportation demands. The Maglev system in the Baltimore-Washington corridor will fully demonstrate this technology as the next generation of high-speed ground transportation in America. Maglev, unlike any other mode of transportation, has the singular ability to dramatically reduce travel time among Eastern Seaboard cities and states.

Maglev System Build-Out Expected to Connect Eastern Seaboard

While the initial Maglev system would connect the Baltimore-Washington corridor via BWI Airport, the greatest potential can be realized when the system is built out to connect the major cities along the Eastern Seaboard. By expanding the system north to Boston and south to Charlotte, N.C., Maglev has the ability to provide faster, safe and reliable shuttle service from center city to center city.

According to the "High Speed Ground Transportation for America" Report by the U.S. Department of Transportation Federal Railroad Administration (FRA) in September 1997, the Northeast Corridor (NEC), extending from Washington, DC to Boston, is the single corridor in the nation that is best able to support a Maglev system. The population in this corridor makes it the heaviest traveled corridor compared to other corridors in the nation. It is also the most congested

travel corridor, with long delays for motorists on the highway and passengers at airports. A new high-speed rail service connecting center cities along the corridor would significantly reduce this travel congestion.

The Maglev intercity service along the Northeast Corridor has demonstrated benefits exceeding costs; cost effectiveness would exceed all other ground transportation modes. In addition, the 1997 FRA report concluded that the Northeast Corridor and Southeast Corridor in combination would generate more revenue than any other high-speed rail route being considered.

By deploying the Maglev system in the Eastern Seaboard, overcrowding of existing highway and airport transportation would be reduced. The Maglev system would meet demands and enhance the Northeast and Southeast Corridors' economic growth and competitiveness.



Project Schedule: Environmental Process

With the completion of the Environmental Impact Statement Scoping meetings in October, the environmental and engineering studies are underway. The next steps are the preparation of the Purpose and Need chapter and the Alternatives Retained for Detailed Study chapter. The Alternatives Retained chapter will evaluate information on the three project alternatives for impacts on environmental and community resources, residences, and businesses. Each corridor will also be evaluated on the design and speed criteria for the project.

The Alternatives Retained, which would recommend that only two of the three project's build alternatives, as well as the no build alternative, be

retained for detail studies, will be presented for public comment early in 2002 before the chapter is finalized. The selected alternatives will undergo detailed studies for environmental impacts and engineering constraints. The Draft EIS is scheduled to be completed in November 2002 and submitted to the Federal Railroad Administration. A public hearing on the DEIS will be held in early 2003. Following the completion of the DEIS and the public hearing, the Federal Railroad Administration is scheduled to select either the Baltimore Washington Maglev Project or the Pittsburgh Maglev Project for construction and receipt of the \$950 million Federal construction grant.

Timeline for the Environmental Process

FALL 2001	WINTER 2001/02	SPRING 2002	SUMMER 2002	WINTER 2002/03
Scoping meetings with the public and agencies	Public meetings to discuss alternatives	Detailed environmental and engineering		Submit Draft EIS to FRA
Initial environmental and engineering studies	Identify alternatives retained for detailed study		Public meetings to discuss effects of alternatives	Hold Public Hearing on Draft EIS



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