

PROJECT SCHEDULE

In early 2001, the Federal Railroad Administration (FRA) selected the Pennsylvania and Baltimore/Washington, D.C. High-Speed Maglev Projects for further study from among seven proposed projects across the United States. Following the submittal of the final environmental studies in early 2003, the FRA will review both project documents and, in the spring of 2003, select only one project for final design and construction.

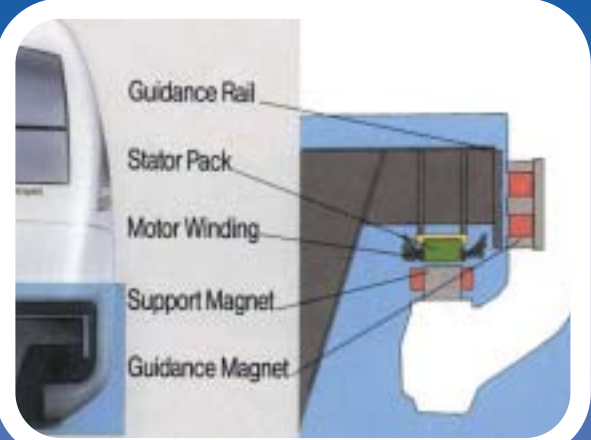
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| Notice of Intent to prepare an EIS | July 19, 2001 |
| EIS Notice to Proceed | September 12, 2001 |
| Public Officials Briefing | October 19, 2001 |
| Public Meetings (Round 1) | October/November 2001 |
| Select Alternative for Detailed Study | November 2001 |
| Public Meetings (Round 2) | January/February 2002 |
| Refine Alternatives | March 2002 |
| Public Meetings (Round 3) | May 2002 |
| Public Meetings (Round 4) | September 2002 |
| Public Hearings | November 2002 |
| Draft EIS | October 2002 |
| Final EIS | April 2003 |
| Record of Decision | May 2003 |
| Begin Final Design | June 2003 |
| Airport/ Downtown | Operational - December 2006 |

Project Information

- The system would provide a convenient link to Port Authority's Light Rail Transit System, busway network, bus routes, ACCESS transportation system, Westmoreland County Transit Authority bus routes and other modes of transportation.
- Four multi-modal stations, called MAGports™, will be located at the Pittsburgh International Airport, in downtown Pittsburgh and in Monroeville and Greensburg, Pennsylvania.
- High-speed maglev vehicles travel on elevated guideways at speeds of up to 310 miles-per-hour.
- High-speed maglev vehicles operate on tighter curves and steeper grades than traditional railroad cars, improving the system's adaptability to the Pittsburgh landscape.
- The construction and operation of a high-speed maglev transportation system will create, support and potentially stimulate job growth within the southwestern Pennsylvania region.
- Future plans indicate that the 47-mile maglev line could potentially connect Pittsburgh, Harrisburg, Philadelphia and the northeast corridor. Estimates show that the trip from Philadelphia to Pittsburgh could take just 90 minutes.

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| Distance | 47 miles |
| Total Travel Time | 28 minutes |
| Peak Headway | 7.5 minutes |
| Stations | Four |
| Cost | \$2.8 billion |
| Fare | \$15 for 47 miles |
| One-way passenger trips | 20 million per year |
| Operational Start | 2006 <small>(Five years to plan/design/construct)</small> |

Preliminary project statistics and information will be analyzed in further detail as part of the EIS study process.



As seen above, the Maglev vehicle wraps around a guidance rail and is supported by magnetic force which propels the vehicle.



Conceptual drawings of the exterior and interior of a MAGport™ station. Each station will be constructed to accommodate multi-modal connections to other modes of transportation. Customer-friendly features and community-base input will also be incorporated into the design of each station.



We Want To Hear From You

Your feedback concerning the Maglev EIS is vital to the success of this study and to ensure that the future of our region includes high-speed maglev. That's why it is essential that you are continuously involved in the study process and kept informed of its latest developments. As such, we encourage you to use these convenient tools to help you receive information and offer feedback.

Web Sites:

www.RideGold.com Port Authority's Web site offers a project overview, maps of the alignments, frequently asked questions and the project's EIS schedule. Meeting dates and the opportunity to submit questions and extend feedback are also available. There is a link from the Home page to high-speed maglev information.

www.maglevpa.com Additional project information, including an overview of the high-speed maglev technology, can be found at www.maglevpa.com.

Information Hotline

In addition to 24-hour access to Maglev information via the Web sites, a toll-free information telephone hotline is also available to the public day or night. The hotline number is 1-866-MAGLEV-411 (1-866-624538-411).

Public Meetings

The first round of public meetings has already been held at locations in Allegheny and Westmoreland counties. Please either logon to either Web site, call the information telephone number or check your local newspaper and future newsletters for upcoming meetings in your community.

Connexions Newsletters

These newsletters will be issued throughout the EIS study, summarizing public feedback, informing you of what's to come and detailing various project milestones. Please call 412.566.5137 to add or update your name in our database. Your name and address can also be e-mailed to cbray@portauthority.org.

Printed on recycled paper.

The Maglev newsletter is distributed by mail and at libraries and other community facilities. To receive additional information about the High-Speed Maglev Project or on any one of Port Authority's major capital projects, please contact Carmen Bray at (412) 566-5137. Also call if you would like to be placed on the mailing list.

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Chief Executive Roddey Launches Maglev EIS Study; First round of public meetings conclude

At a press conference held on October 18, 2001, Allegheny County Chief Executive Jim Roddey announced the initiation of the Environmental Impact Statement (EIS) for the Pennsylvania High-Speed Maglev Project.



"The initiation of this study is the next step in securing this vital transportation project for Western Pennsylvania," said Chief Executive Roddey. "It shows we are aggressive and committed to proving our region as the ideal location to demonstrate the high-speed maglev technology."



On October 19, 2001, a Public Officials Briefing was also held at the Omni William Penn in downtown Pittsburgh. The briefing provided information about the Pennsylvania Project EIS, the magnetic levitation technology and a preview of the project schedule for elected officials, senior managers from transportation planning and environmental resource agencies, representatives of public transportation groups and other organized interests. The briefing was the first of several such meetings that will be convened in an effort to keep officials abreast of the progress of the Maglev EIS study.

The first round of public meetings, held at locations in Allegheny and Westmoreland counties, recently concluded offering the public a closer look at various aspects of the project including maps of the proposed alignments and station locations. The public meetings, held in an "open house" forum, were attended by hundreds of interested individuals. Attendees viewed displays at their own pace and asked questions of project team staff. They also received project literature, heard and saw how the magnetic levitation technology operates and offered comments about the project.

Dates have been scheduled for the second round of public meetings to be held in the Pittsburgh International Airport corridor and in downtown Pittsburgh, Monroeville and Greensburg. Please mark your calendars for January 29, January 30, February 5 and February 6, 2002. The downtown Pittsburgh meeting will be held from 11 a.m. to 4 p.m., with the three other meetings to be held from 5 to 8 p.m. Meeting locations and the corresponding dates for each meeting have not been finalized. Public meeting notices will be placed in newspapers, posted on the Web sites and recorded on the Maglev telephone hotline.

The Pennsylvania High-Speed Maglev Environmental Study Underway

Port Authority of Allegheny County is undertaking the Maglev Environmental Impact Statement (EIS) study in cooperation with the Pennsylvania Department of Transportation (PENNDOT) and the Federal Railroad Administration (FRA). The project is the initiative of Maglev, Inc., a for-profit corporation, which has advanced the high-speed maglev effort for more than a decade.

The Pittsburgh and Washington D.C.– Baltimore regions are competing for \$950 million in federal funding to construct the nation's first high-speed maglev transportation system. The Pennsylvania High-Speed Maglev Project is a 47-mile maglev line connecting Pittsburgh International Airport, downtown Pittsburgh, Monroeville and Greensburg, Pennsylvania, with multi-modal stations at these locations. The entire trip, from the Airport to Greensburg, would take only 28 minutes including stops.

During the 18-month EIS study, the project team will carefully evaluate several proposed alternative alignments under consideration and conduct an environmental investigation of the study area. This environmental review will include an analysis of noise, air quality, electromagnetic fields, cultural and natural resources, operating and capital costs, ridership assessments and revenue estimates, among other study aspects.



The results of these transportation and environmental studies, including public input, must be submitted to the FRA by April 2003 with the FRA determining the winning project later that year.

"We are pleased to be partnering with PENNDOT and FRA on advancing the environmental study for this project," said Port Authority Chief Executive Officer Paul P. Skoutelas. "Together with Maglev, Inc. and our consultant team, we are committed to the aggressive project schedule and to moving the Pennsylvania High-Speed Maglev Project forward."

The EIS is currently in the development phase. As part of this phase, the project team will undertake the following:

- Meet with you to obtain your feedback concerning the EIS process
- Hold public workshops to gather your input on MAGport™ station design and locations
- Coordinate information sharing with agency representatives and public officials
- Develop conceptual views of alignments and station renderings
- Estimate operating and capital costs, ridership and revenue
- Determine impacts to archaeological and historic resources
- Begin the refinements to the alternative alignments based in part by public input received

Alternative Alignments

The project maps offer a preliminary overview of the several different alignments under consideration for the Pennsylvania High-Speed Maglev Project. Your comments and suggestions will help the project team refine the proposed alignments and station locations, ultimately selecting the best possible alignments for further study.

Pittsburgh International Airport to Downtown Pittsburgh



There are four MAGport™ station locations under consideration near the Pittsburgh International Airport. These locations include: a site in the vicinity of Beers School Road and Route 60 near a planned Port Authority park and ride facility; two sites south of the airport expressway; and a site located near the airport's landside terminal.

In addition to the four potential station locations, there are five alternative alignments under consideration for connecting the Airport to downtown Pittsburgh. Travel time for this segment is seven minutes.

The system could enter Downtown at one of three proposed station locations under study including: near Port Authority's Station Square T Station; on the North Shore near Heinz Field; or Downtown above Crosstown Boulevard.

There are three possible alignments being studied with a single MAGport™ station location near the Greengate Mall. Travel time on this segment would be about six minutes.

Monroeville to Greensburg



Downtown Pittsburgh to Monroeville



From downtown Pittsburgh to Monroeville, four alternative alignments are under consideration with various connections to two potential MAGport™ station locations: at the Pennsylvania Turnpike interchange in Monroeville or at a potential new development site near Thompson Run Road. Travel time on this segment is 11 minutes.

Glossary

Alternative Alignment - A proposed route in which the guideway for the maglev transportation facility is being considered.

Record of Decision - A federal ruling granting the approval to move a transportation project forward into further study or into construction. For the Maglev EIS, the Federal Railroad Administration will grant the decision.

Environmental Impact Statement (EIS) - A federally mandated document that outlines the transportation needs of the study area; analyzes and describes a range of alternatives for meeting those needs; identifies environmental and community concerns; and estimates operating and capital costs, ridership and revenue.

Magnetic Levitation (Maglev) - Maglev is a transportation technology that uses a contact-free electromagnetic support, guidance and propulsion system to operate. The vehicles are lifted, propelled and guided over steel tracks called guideways. Electromagnetic: exhibiting the physics of electricity and the field of force produced by a magnet.

Connexions - The name given to Port Authority's Capital Investment Program – a program of several transit enhancements that are either under construction or in planning. These investments will or may become the next wave of transportation improvements and facilities that will significantly benefit the southwestern Pennsylvania region.

Peak Headway - Time in minutes between successive maglev trains operating in a particular direction.