

Program Purpose:

The maglev deployment program encourages the development and construction of an operating transportation system employing magnetic levitation capable of safe use by the public at a speed in excess of 240 miles per hour.

Eligible Use of Funds:

The U.S. Secretary of Transportation is authorized to provide financial assistance to States (or authorities designated by one or more States) to fund preconstruction planning activities of one or more feasible high-speed maglev systems; and final design, engineering and construction activities for one high-speed maglev system to be selected by the Secretary.

Qualification Requirements:

To be eligible, projects must exhibit partnership potential; be able to be constructed with available Federal and non-Federal funding; result in an operating transportation system in revenue service; be undertaken through a public-private partnership; satisfy applicable statewide and metropolitan planning requirements; be approved by the Secretary based on a State application; be carried out as a technology transfer project; and, involve materials at least 70 percent of which are manufactured in the United States.

The Pennsylvania High-speed Maglev Project
Elements of the Maglev Deployment Program From the Transportation Efficiency Act for the 21st Century (TEA 21)
Figure 2.1-1

High-speed Maglev Project and studies completed by six other groups in other parts of the country pursuing their own maglev deployment projects. The purpose of the PEIS was to identify various alternative approaches for the broad federal actions that could meet overall program goals. The PEIS also identified the potential for environmental impacts associated with those alternatives. In July 2001, the FRA issued a ROD, which advanced the Pennsylvania High-speed Maglev Project and the Baltimore-Washington Maglev Project into the project-specific DEIS phase of the Deployment Program. Although similar in nature, the alternative alignments being studied in this DEIS are not identical to the conceptual routes identified in the DD&D Plan, the environmental assessment, or the PEIS. Rather, they evolved as a natural progression of those earlier studies.

The proposed alternative alignments for the Pennsylvania maglev project generally follow existing or proposed transportation corridors in the region (where feasible and able to meet engineering and safety criteria for the system). Each proposed alignment would connect the PIA in Allegheny County to the Greensburg area in Westmoreland County via Downtown Pittsburgh (which includes the North Shore, the Central Business District [CBD] and the South Side) and the Monroeville/Penn Hills area. The route would traverse a transportation corridor of approximately 87 kilometers (54 miles). Passengers would access the maglev system at five locations. These passenger stations would be located at PIA (Landside air terminal area and Enlow Road area), Pittsburgh’s CBD, the Monroeville/Penn Hills area, and near Greensburg in Westmoreland County. Other stations could also be added in the future.

Some of the proposed travel corridors between PIA and Downtown Pittsburgh were originally developed for the DD&D Plan by MAGLEV, Inc., in collaboration with various local transportation and planning agencies. Recognizing that a longer system could be more beneficial to the area, aid in solving regional transportation problems, and better meet the criteria of the Maglev Deployment Program, the Rail Systems Center at the Carnegie Mellon Research Institute proposed that the Downtown Pittsburgh to Monroeville and Monroeville to Greensburg corridors also be analyzed in the subsequent environmental assessment. The inclusion of potential alignments from Downtown Pittsburgh to the Greensburg area is expected to capitalize on what appears to be the most feasible and logical trans-