Citizens Against SCMaglev

Status of Magnetic Levitation Projects in the U.S., Japan, China and Germany

September 2017

Magnetic Levitation Projects Around the World (by country then by date order)

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Location	Type of Train	Outcome	Notes
United States			
Norfolk, Virginia Old Dominion University 2001	Maglev – monorail design	Failed Project	• American Maglev Technology • $7 million owed to Virginia that was loaned to American Maglev Technology (2014), original price tag of $16 million • The project had no suspension system. This engineering mistake was later fixed with development of a suspension system based on airbags.
Keystone Corridor (Pittsburgh) 54 miles Pittsburgh International Airport, Downtown Pittsburgh and Monroeville and Greensburg 2011	Maglev	Cancelled	Maglev, Inc., company bankrupted in 2011 2008: estimated cost of $3.8 billion
California-Nevada Interstate Maglev 269 miles Southern CA – Las Vegas, Nevada 2012, 2014	Maglev	Cancelled in proposal stage	• 2005: estimated cost of $12.1 billion ($45million/mile) • Public-private partnership with American Magline Group (AMG), a partnership including MNC & Associates, Parsons Corporation, Hirschfeld Industries, General Atomics and Transrapid International-USA, Inc • 2012: the Southern California Association of Governments removed the project from the transportation plan, meaning the project cannot receive federal funds.
Virginia Beach, Virginia 2014	Maglev	Failed to move past Preliminary talks	American Maglev Technology 2016: light-rail is being considered as transportation system for the area
Port Canaveral, Florida 2015	Maglev	Cancelled in proposal stage	Route between Port Canaveral and Port Cove restaurants. Was to be privately funded, built, and operated. Georgia-based American Maglev Technology Inc. (2015)
San Diego, California	Maglev	Cancelled in proposal stage	2015: High speed rail project has begun in place of maglev between Los Angeles and San Francisco with a 29 mile stretch in Fresno County Planned cost of $68 billion

Florida Maglev (Central Florida, Orlando Airport, and region's tourist corridor 2017	Maglev	Cancelled in proposal stage	Escrow extension expired July 5, 2017 12 miles of track, cost of $400 million American Maglev Technology, Inc. - CEO, Tony Morris
Texas Dallas-Houston	High speed rail (bullet train)	In progress Strong citizen coalition fighting the proposal	• Texas Central Partners, LLC • Firm hired for project's design and engineering: Fluor Enterprises (is the primary operating subsidiary of Fluor Corporation and The Lane Construction Corporation) • Governor signed bill in May 2017 stating "Texas taxpayers will not be asked to later subsidize, bail out or otherwise financially support a private high-speed rail project," said a summary by the Senate Research Center. • Current price tag is $16 billion
Atlanta, Georgia – Chattanooga, Tennessee 128 miles across two states	Maglev or high-speed rail (no final decision)	In progress – studies ongoing (May 2015)	• 2016: cost of $8.76-10.4 billion. • Proposed lines would feature eight stops and could initially handle an expected 11,725 riders daily along the 128-mile route, which would allow for an end-to-end trip in 88 minutes • Georgia DOT released 9 year study to identify three possible routes. • Draft EIS completed and comment period closed (Nov 2016) • Positioned to move forward should Federal funds become available (Feb. 2017)
Baltimore-Washington, D.C. 2003	Maglev	Suspended	• 2002: 3 possible routes (2 through Howard County) decrease to 1 (through Prince George's and Anne Arundel Counties) • Project was suspended in 2003, a draft EIS was published • The 2003 project proposed the German Transrapid System • Estimated cost of $3.6-4.4 billion
Baltimore-Washington, D.C. 39 miles 2017	SC Maglev (super-conducting maglev)	In progress	• $10 billion project with Japanese technology, (company JR Central) • JR Central funding with low interest loans $5 billion • Public-private partnership • Currently reviewing 6 possible routes through Prince George's and Anne Arundel Counties

Germany			
Emsland, Germany 31 Kilometer test track (approx.. 20 miles) 2006	Maglev	Experimental Failed	• Crashed on first journey carrying passengers. 23 people were killed in the crash • Company: Transrapid • Officially closed Dec. 2011
Munich, Germany 40 kilometers (approx. 25 miles) 2008	Maglev	Failed Project	• Project scrapped in 2008 because of cost overruns • Company: Transrapid
Berlin-Hamburg 20 mile test track 2000	Maglev	Cancelled	• Cancelled due to lack of funds. • Existing railway was upgraded to conventional high speed rail. • Originally planned as a 285 kilometer (175 mile) route
Berlin – BER Airport 2016	Maglev	Proposed	Possible option for airport's transit connections (Sept 2016)
China			
Shanghai-Hangzhou	Maglev	In operation	Currently the world's fastest commercially operated maglev
3 mile test track	Maglev	In progress	2016 the China Railway Rolling Stock Corporation (CRRC – a State owned company) started building the test track to develop a maglev train with a top speed of 373 mph
Beijing-Bazhou 78.2 kilometer (approx. 110 miles) 2017	Maglev	In progress	Due to be completed in 2019 CRRC
Japan			
Tokyo-Nagoya City-Osaka 286 kilometers (approx. 178 miles)	Superconducting Maglev with an armature coil in the ground	Experimental (test track is currently 42.8 kilometers long [approx. 27 miles])	• Company: JR Tokai (JR Central for U.S.), • Under construction since 2014 • Planned extension to Osaka (139 kilometers, approx. 86 miles) • Currently, government is offering unsolicited loans to bail out the company for cost overruns • Government permission to begin building was granted in 2011 • Full scale construction set to begin 2017 • Commercial service to begin in 2027 from Tokyo to Nagoya City and in 2037 for the remainder of the line