

From: Patrick FitzGerald [<mailto:pfitzgerald@fitzgeraldassociates.net>]
Sent: Monday, August 19, 2013 3:48 PM
To: Info
Cc: Don Kopec; Jill Leary
Subject: Illiana Expressway

I do not have the email addresses of your board members but I would be grateful if you could share with them the following message:

Dear CMAP Board members,

The proposed new east-west highway extending from I-55 in Illinois to I-65 in Indiana is a terrible idea for our time and I would urge you not to support it.

This is clearly a twentieth century idea that the same, entrenched road-building lobby is trying to peddle in the twenty-first as “economic development” when it is obvious that every contemporary indicator in both demographics and development is trending in the other direction. This road would be a chronic misapplication of public funds that will yield, at best, marginal returns. Its most likely economic result will be to hasten the flow of businesses and jobs to Indiana; no wonder they support it!

Please do the responsible thing and reveal this concept for what it really is, a self-serving attempt to squander public funds for private and political gains; not for any public benefit.

Thank you,
Patrick FitzGerald
Chairman, Managing Principal

FitzGerald

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From: [USWAY](#)
To: [Randy Blankenhorn](#)
Cc: [Info](#)
Subject: re: Comment on the GO TO 2040 amendment
Date: Tuesday, September 03, 2013 10:24:18 PM
Attachments: [Letter of Interest. Chicago 6.26.12.pdf](#)
[Natrix PRESENTATION.pdf](#)

Mr. Randy Blankenhorn, CMAP Fellow Directors:

With you email sent to us on August 30, 2013, we have been encouraged to comment on the GO TO 2040 amendment.

It is not the first time we are contacting your organization. On April 22, 2013 I sent email to Ms. Margaret McGrath, Erin Aleman, Jill Leary, and Mr. Gerald Bennett proposing a power-point presentation on the most recent renewable and energy-saving technologies, and on May 2, 2013 we signed up to partner with CMAP. In your lame "response" we are being treated now with your impersonal Weekly Update emails. Well, THANK YOU for keeping us posted.

This time, I would like to take an opportunity of your request for comment on the proposed amendment that pertains to Illiana Corridor.

We would like that amendment to include the following:

- a) your own vision, Mr. Blankenhorn: "Collaborative planning should lead to clear transportation priorities. To accomplish this, Illinois needs to lead the national effort to implement "performance-based funding" of highway and bridge projects. CMAP believes the approach should apply to all modes of transportation." !
- b) President Obama's vision: "Our country should move swiftly to a system of high-speed rail travel. It will relieve congestion, help clean the air and save on energy. The money will go to high-speed rail development planning and then a commitment to help in the execution of those plans far into the future when the stimulus funds are no longer available."
- c) Chicago Department of Planning Letter of Interest - attached;
- d) U.S.WAY commitment to build the <Natrix> manufacturing plant in Calumet Industrial Corridor - PRESENTATION attached.

The future of MagLev trains spanning our cities is inevitable. They can carry cargo, too. They barely exert any impact whatsoever on surrounding land uses, and they can replace the envisioned wheeled vehicles traffic along the Illiana Corridor altogether. Current cost to build MagLev infrastructure amounts up to \$20 million per mile.

I wish CMAP took a serious look at our MagLev Train and adopted it as its Project. As your Partner already, I am willing to take responsibility for that Project and handle it within your organization. I will be looking forward to hearing your comments.

Sincerely,

Victor Korzen

U.S.WAY Corporation - CEO

U.S. Green Building Council - Technical Committee adviser on renewable energy technologies

Department of Energy - Energy Star Partner and Speaker

The International Maglevboard e.V. (IMB) - Private Sector Advisory Board

UW Advanced Materials Industrial Consortium - Affiliated Research Scientist

Tel.: (312) 493-1503



U.S. WAY

< Natrix >

Presentation

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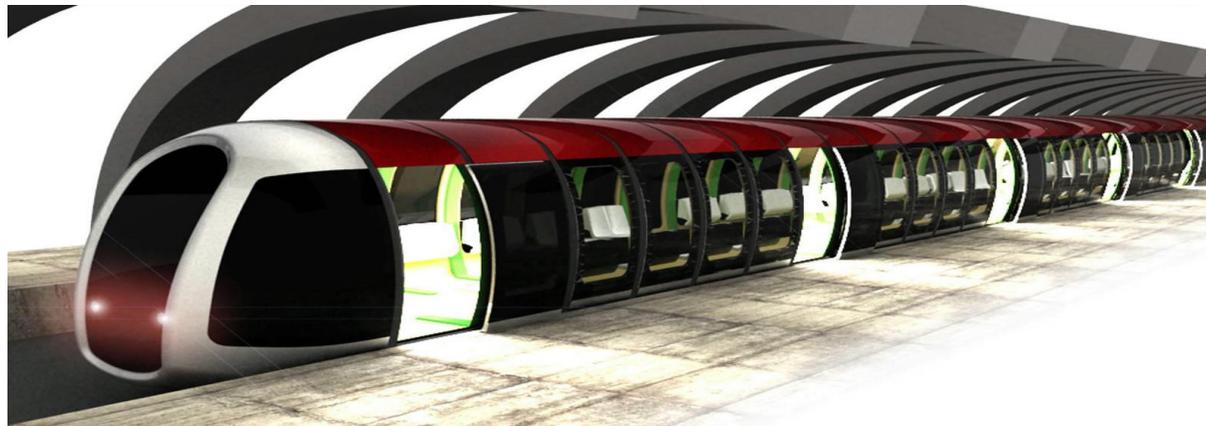
This briefing presents the strategic case for MagLev:
faster, better, cheaper and greener than high speed rail.

Reality: MagLev in public service:



MagLev technology has been proven in full public service in Shanghai since 01/01/2004. While nicknamed as “Pride of Chinese People” and zooming with a speed of 268 mph in Shanghai, Chinese government is actively developing its extension to Beijing that will travel at 310 mph.

City of Rio de Janeiro, Brazil, has just deployed its superconductive 'Cobra' snake shown below:



What can be done in U.S.?

EXECUTIVE SUMMARY

Company Name: **U.S.WAY® Corporation**

U.S.WAY® Corporation is a privately owned electro-magnetic and renewable energy sources design and engineering company.

Company Address: **P.O.Box 10080, Chicago, IL 60610**

E-mail Address: **usway@uswaycorp.com**

Phone Number: **(773) 338-9688**

Professional involvements

U.S. Green Building Council – Technical Committee adviser on renewable energy technologies

US Department of Energy – *Energy Star* Partner and Speaker

The International Maglevboard e.V. (IMB) - Private Sector Advisory Board

Global Green USA - participant in “Rebuild America®” DOE Projects

U.S. Institute for Theater Technology – Lighting Commission member on scenography

Company Contacts

Victor Korzen, CEO - usway@uswaycorp.com

Tom Zanzola, President - lighting@uswaycorp.com

Dean Henning, President - turbines@uswaycorp.com

PROJECT BACKGROUND

By watching the foggy attempts to deploy high-speed rail (HSR) in U.S. for the last two decades, one must come to conclusion that the Federal Railroad Administration (FRA) is either totally misguided, or lacking basic ideas on related technologies. In result, the American people, former pioneers and world leaders in transportation, not mentioning Henry Ford, Wright brothers, Frank Piasecki, and George Pullman, have been outpaced by notoriously war-injured countries of Europe and Asia. The final effect of the smut are the wasteful and illogical “infrastructure upgrades” frittering away \$787 billion of federal “initiative” stimulus package assigned by President Barack Obama, of which, in case of Illinois Department of Transportation (IDOT), \$28 million has been spent 'to study environmental impact', \$186.3 million 'to jumpstart infrastructure upgrades between Dwight and Joliet', and \$268.2 million 'to purchase 48 rail cars and 7 locomotives from Germany' [Crain's Chicago Business]. Please note that most of the funds are not going to actually pay productive workers, but to assisting “not-for-profit” organizations and ever growing administrative bureaucrats. And all of that, in this case \$482.5 million, spent on temporary assignments to arrive in St. Louis ... 48 minutes sooner than currently by Amtrak train.

Another project, also in Chicago, will cost taxpayers \$425 million to replace 10 miles of worn-out tracks between 95th Street and Chinatown station. That is \$42.5 million per mile!

For “wheel on steel” mechanically-based systems like HSR, the higher the speed, the higher track maintenance costs. At speeds over 185 mph, maintenance costs begin to rise exponentially and with America's present 97% oil-dependent transportation system, the country is vulnerable to spikes in oil prices and, consequently, in ticket prices that are becoming equal to those we pay for air travel. For some, it has become obvious from both environmental and energy perspectives that we need to convert our obsolete internal combustion machines to run on electricity, and to run fast!

With a MagLev system, which is an electronics-based technology, maintenance costs, regardless of speed, remain flat. In addition, MagLev systems deploy unobstrusive and relatively quiet stations and elevated guideway that take up only a fraction of the acreage of the current system, not mentioning that all railroad crossings are eliminated!

With the latest developments in guideway design, the capital costs of MagLev are now 60% less than for building HSR! The U.S.WAY design utilizing the whole power supply equipment placed within the guideway of a horseshoe cross-section is not only a new cost saving measure, but also higher level of system reliability and protection from severe weather and calculated vandal impact. So, “if MagLev is now cheaper to build than HSR, can run in all sorts of inclement weather due to its frictionless (no wheels) operation, and has dramatically lower operations and maintenance costs at all speeds, why would the Federal Railroad Administration (FRA) pursue anything less?” - Mr. K.C. Coates, Executive Director of the North American Maglev Transport Institute has asked.

Well, let's encourage him with this Proposal:



vs.



MAGLEV TECHNOLOGY

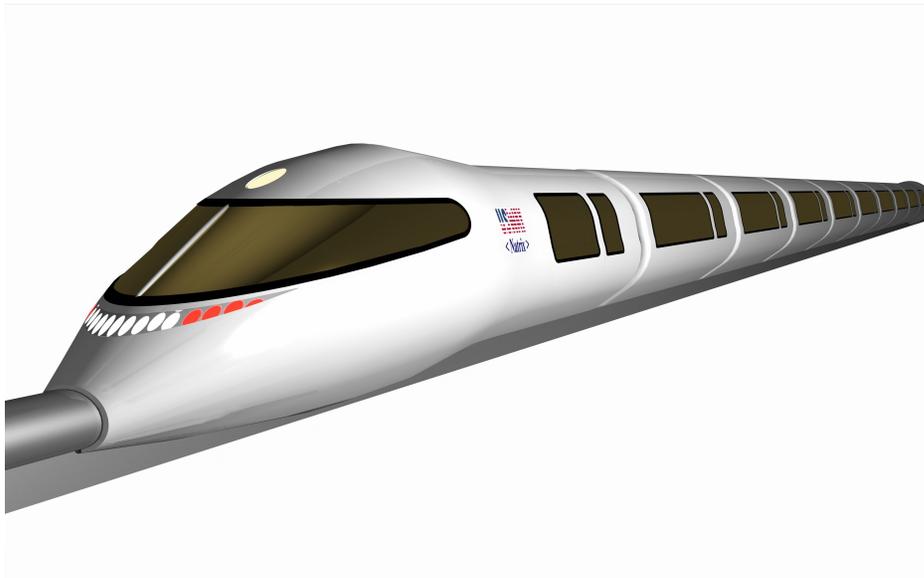
Electromagnetic levitation: controllable electromagnetic field is generated by exciting the on-board levitation magnets. Those magnets and the magnets of linear motor along the guideway attract each other, thus pulling the train upward and forward. High-speed maglev system consists of four major components, i.e. guideway, vehicle, power supply and operation control system.

Guideway: the guideway guides the direction of the train's movement and bears the load of the train. The superstructure of the guideway comprises precisely welded steel beams and reinforced concrete piers on foundations.

Vehicle: vehicle comprises levitation chassis and the magnets mounted in the bottom of the chassis. It also includes passenger seats, batteries, electrical appliances, on-board control system, emergency braking system, and levitation control system.

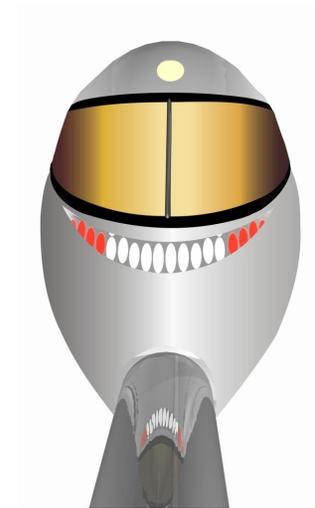
Power supply: The power supply system includes substations, trackside feeder cables, switch stations and other power supply equipment - all built in within the guideway. Power supply system feeds the train with the power required for the train operation by energizing the long stator windings in the guideway. In U.S.WAY design, power supply system will be energized with the renewable energy sources installed along the guideway and on vehicle surface coating materials.

Operation control system: It includes all the equipment needed to secure proper operation of the train and to guarantee its contact with station engineers and monitoring systems. Operation control system consists of the on-board operation and control center, communication system, decentralized independent backup control system.



FEATURES

1. Using only electricity from renewable sources, USWAY <Natrix> causes no emission of any kind;
2. Nominal speed: 360 mph;
3. Transportation energy usage rate: 3.6 kwh/mile of conventional rate of 12 kwh/mile;
4. No moving parts, no friction;
5. Cost of infrastructure: US\$20 million/mile, and going down;
6. Acceleration 0-200 mph: 8.6 sec.;
7. Trip time on Stage 1 route: Chicago to Oklahoma City (one stop in St. Louis) - 2 hrs;
8. Trip time on Stage 2 route: Chicago to Washington DC - 1hr 45 min.



ESTIMATED COST to build 2-mile long testing guideway, propulsion equipment, and two vehicles: US\$70 million.

