

WELCOME!

BALTIMORE-WASHINGTON MAGLEV PROJECT



WELCOME!

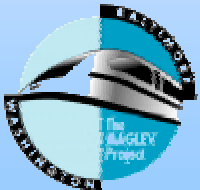
BALTIMORE-WASHINGTON MAGLEV PROJECT

Please Sign In



THE BALTIMORE-WASHINGTON PROJECT TEAM

- Federal Railroad Administration
- Maryland Transit Administration
- Maryland Department of Transportation
- Baltimore City
- Baltimore County
- District of Columbia



PURPOSE OF MEETING

- Seek public input into which of the three alternatives will be selected for more detailed study.
- We need your comments to make this decision.



PROJECT FEATURES

The project proposes to connect downtown Baltimore to downtown Washington, DC, stopping at BWI Airport, an almost 40 mile long corridor.

- Travel time of less than 20 minutes
- Top speed in excess of 240 mph
- Three-car train carries 350 passengers
- Headways of ten minutes during peak period

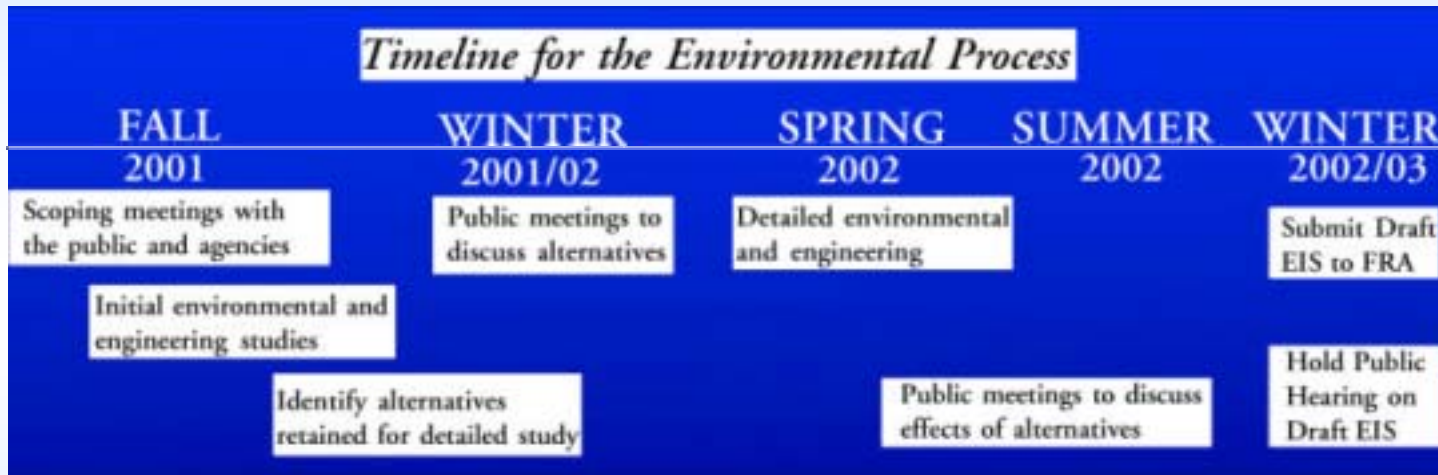


MAGLEV DEPLOYMENT PROGRAM

- The program goal is to deploy a transportation system using magnetic levitation capable of a speed in excess of 240 miles per hour.
- Federal selection criteria includes: significance of the project in terms of public-private partnerships potential, federal share limited to \$950 m, revenue exceeding operating costs, total benefits exceeds total costs, 70% US content, as well as meeting state and Federal environmental requirements.



ENVIRONMENTAL STUDIES



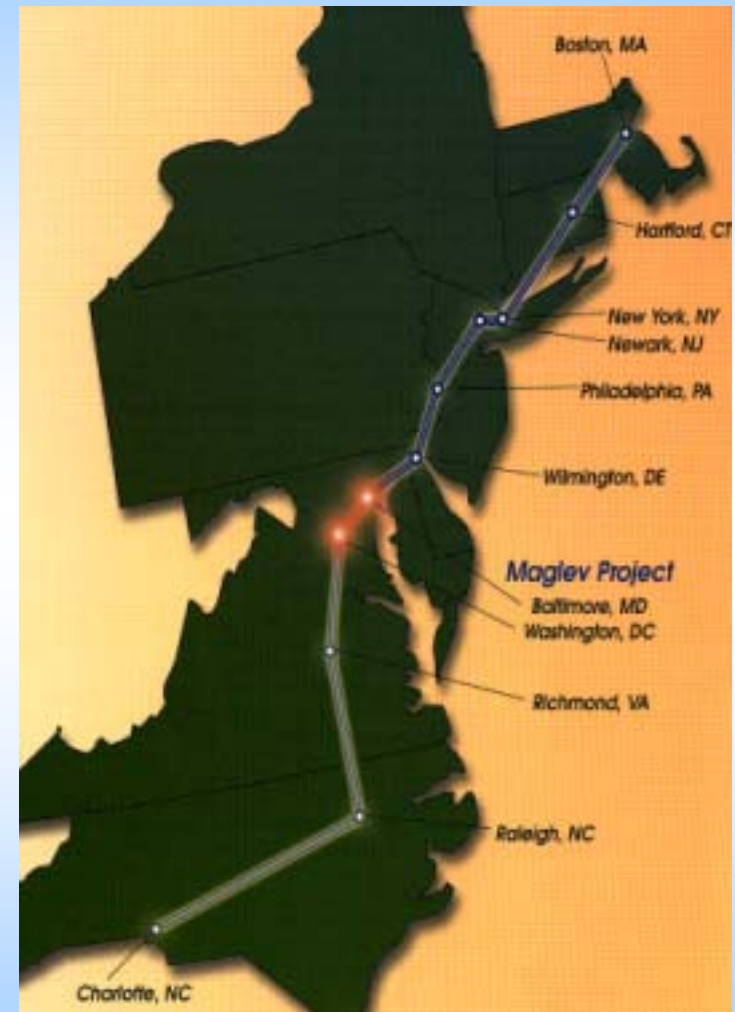
EASTERN SEABOARD

Maglev has the potential to connect cities along the Eastern Seaboard, including:

- Boston
- Hartford
- New York
- Newark
- Philadelphia
- Wilmington
- Baltimore
- Washington, D.C
- Richmond
- Raleigh
- Charlotte



Maglev could eventually connect 800 miles, cover 9 states.

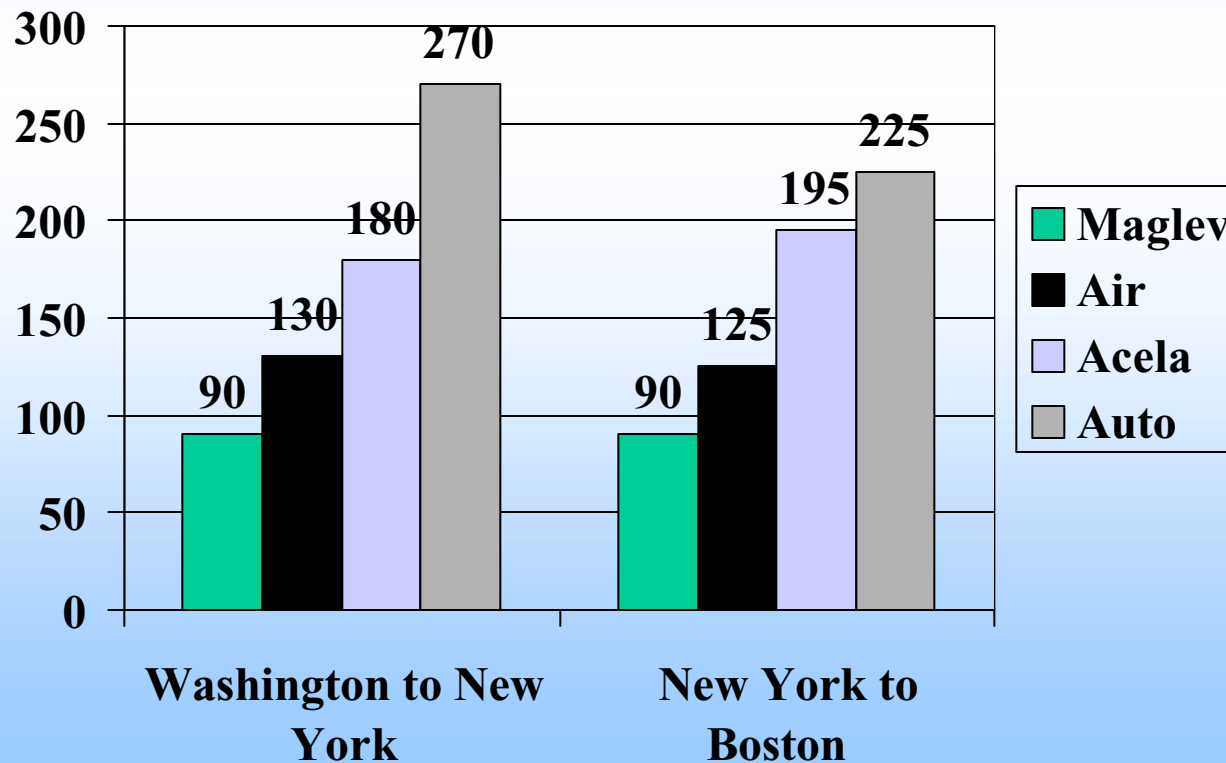


TIME SAVINGS

The Maglev system offers the potential for a new mode of transportation that surpasses most surface models and is highly competitive with air travel.

*Reference: Project
Description June 2000*

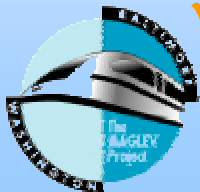
Travel Time Comparison in Minutes



PROJECT FINANCING

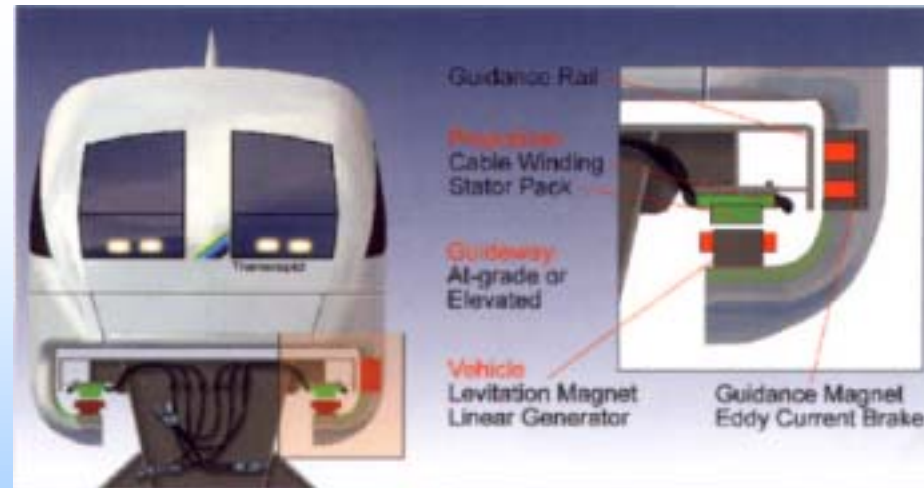
The following table illustrates the project's financing plan, in millions.

- | | |
|--|-----------------|
| ✓ Project Revenue Bonds | \$2 billion |
| ✓ Other Private Financing includes Subordinate Financing, Station Development, Interest Earnings on Bond Funds, TIF District and Parking Bonds | \$400 million |
| ✓ Federal Grant | \$950 million |
| ✓ State, District of Columbia, & Local Contributions | \$500 million |
| ✓ ESTIMATED PROJECT COST: | \$3.5-4 billion |



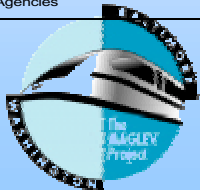
MAGLEV TECHNOLOGY

MAG-netic **LEV**-itation, or Maglev trains float contact-free above a guideway, lifted by powerful electro-magnets, of speed up to 300 mph.



PRELIMINARY COMPARISON OF ALTERNATIVES, MARCH 2002

FEATURES	Alternative A <i>I-95 Parallel</i>		Alternative B1 <i>BW Parkway Parallel</i>		Alternative C <i>Amtrak Parallel</i>	
	Capital Beltway Station Location (if built) near Greenbelt Metro		Capital Beltway Station Location (if built) near Greenbelt Metro		Capital Beltway Station Location (if built) near New Carrollton Metro	
	Acreage	# of occurrences	Acreage	# of occurrences	Acreage	# of occurrences
Natural and Human Features (1)						
Parks (within 100' of either side) - Protected by Federal Regulations	30.6	6	94.1	9	7.2	1
MDNR Mapped Wetlands (within 100' of either side) - Protected by Federal Regulations	8	5 bisect / 12 edge	30	8 bisect / 6 edge	15	8 bisect / 21 edge
Wetlands of Special State (MD) Concern (within 200' of either side) - Protected by Federal Regulations	3	1 bisect	13	2 bisect / 1edge	10	3 edge
Protected Species Habitat (within 100' of either side) - Protected by Federal Regulations	8	1	34	3	34	2
Stream Crossings	-	41 Bisect / 16 Edge	-	32 Bisect / 23 Edge	-	39 Bisect / 5 Edge
Residences (within 100' of either side)	-	153	-	78	-	47
Commercial, Industrial and all Other Buildings (within 100' of either side)	-	182	-	50	-	78
Minority and Low Income Communities (within 250' of either side)	-	20	-	12	-	12
Noise Sensitive Places (Homes, Churches, Schools within 300' of either side)	-	489	-	434	-	155
Historical & Archaeological Features (1)						
Places on the National Register of Historic Places (within 250' of either side) - Protected by Federal Regulations	-	7	-	7	-	4
Places Known to be Eligible for the National Register of Historic Properties (within 250' of either side) - Protected by Federal Regulations	-	4	-	4	-	1
Places on the Maryland/DC Inventory of Historic Properties Pending Determinations of Eligibility or Previously Determined not Eligible (within 250' of either side)	-	52	-	40	-	16
Known Archaeological Sites Pending Further Study (within 100' of either side)	-	3	-	4	-	2
Areas Requiring Archaeological Testing (within 100' of either side)	237	38 study areas	236	23 study areas	274	33 study areas
Engineering Features (2)						
Speed	-	achieves 240 mph	-	achieves 240 mph	-	achieves 240 mph
Utilities	-	low	-	low	-	high
Construction Complexity	-	high	-	low	-	medium
Special Structures	-	high	-	low	-	low
Impacts to Roads, Ramps, and Bridges	-	high	-	medium	-	high
Length	-	38.4 miles	-	36.3 miles	-	37.5 miles
Operational Features (3)						
Ridership	-	high	-	high	-	high
Intermodal Connectivity	-	high	-	high	-	high
Operation and Maintenance Costs	-	low	-	low	-	low
Public and Agency Input						
Public	-	to be determined	-	to be determined	-	to be determined
Agencies	-	to be determined	-	to be determined	-	to be determined



- (1) Methodology - Existence of feature within band on either side of conceptual Maglev centerline based on data available from Maryland DNR Technology Toolbox and limited field inspection.
- (2) Methodology - The rankings reflect expected engineering complexity based on conceptual engineering.
- (3) Methodology - The operational rankings are based on feasibility analysis and planning assumptions.



LOCAL, STATE, & FEDERAL COORDINATION

Federal

Federal Railroad Administration
Federal Aviation Administration
Federal Highway Administration
National Capital Planning Commission
National Marine Fisheries Service
National Park Service
National Security Agency
U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of Agriculture
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service

State

MD Aviation Administration
MD State Highway Administration
MD Department of Natural Resources
MD Department of Planning
MD Department of the Environment
MD Historical Trust

Local

Baltimore Metropolitan Council
District Division of Transportation
Metropolitan Washington Council of Governments
The District of Columbia, Baltimore City, Anne Arundel County, Baltimore County, Howard County, and Prince George's County



SCREENING FACTORS

Natural, Human and Historic Features

- Parks
- MD DNR Wetlands
- Wetlands of Special State Concern
- Protected Species Habitat
- Minority and Low Income Communities
- Noise Sensitive Receptors
- National Register Listed or Eligible Sites
- Historic and Archeological Sites
- Stream Crossings

Engineering and Operational Features

- Speed
- Utilities
- Construction Complexity
- Special Structures
- Intermodal Connectivity
- Impacts to Existing Infrastructure
- Ridership
- Operation and Maintenance Costs

Public and Agency Input

We need to hear from you!

(Please Fill Out a Comment Form)



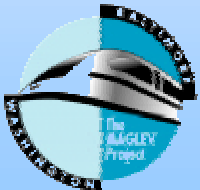
ALTERNATIVE SCREENING NEXT STEPS

- Present Alternatives at Public Meetings (now underway)
- Receive and Review Public Comments (now thru April 5, 2002)
- Conduct Alternatives Retained Screening (now thru mid-April)
- Agency Review and Concurrence of Alternatives Retained (May 2002)
- Begin Engineering/Environmental Analysis of the Alternatives Retained (May 2002)

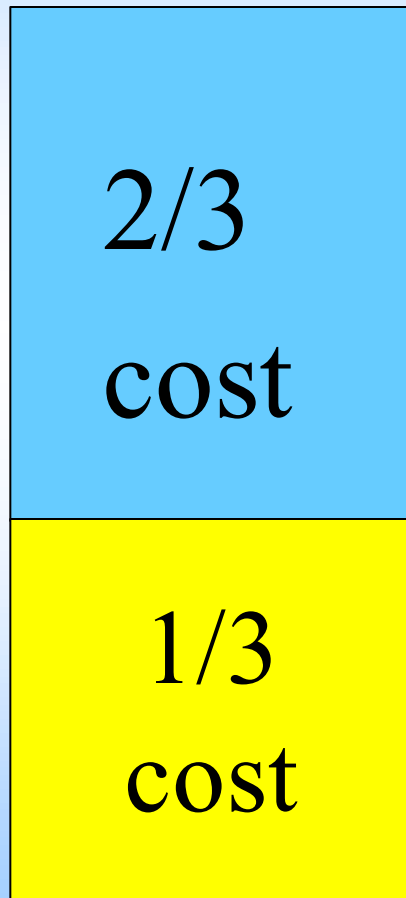


RIDERSHIP & FARES

- Preliminary Daily Ridership is 35,400 with boarding split about equally between the three stations at Baltimore, BWI Airport and Washington, DC
- Ridership is made up of business travelers, airport passengers, tourists and commuters
- Fare Structure used in the ridership & revenue analysis:
 - \$ 7 Baltimore to BWI
 - \$19 DC to BWI
 - \$26 Baltimore to DC



PUBLIC PRIVATE PARTNERSHIP



- Private Partners capture the efficiencies and innovations in the marketplace.
- Public Partners own the project and carry out essential government functions.

