

NORTHEAST MAGLEV

A photograph of a white and blue superconducting maglev train on a track. The train is sleek and aerodynamic, with blue stripes running along its side. It is positioned on a concrete track with overhead power lines. In the background, there is a stone wall and a forested hill under a cloudy sky.

PROJECT UPDATE | June 17, 2021 | Transit Choices

Superconducting Maglev

Join us online:

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www.northeastmaglev.com

Who We Are



Baltimore-Washington Rapid Rail (BWRR)

- A 100% US and Veteran-owned, Maryland based franchised railroad company
- Dedicated to deploying the 311mph SCMAGLEV train in the Northeast Corridor
- Over \$100 million in private investment to date



Northeast Maglev

- A 100% US and Veteran-owned company promoting the deployment of SCMAGLEV in the Northeast Corridor in cooperation with JR Central



Central Japan Railway Company (JR Central)

- Private, publicly traded Japanese rail company with over 50 years experience in high-speed rail on the most travelled rail corridor in the world
- Transports 150 million passengers, travelling on 100,000 trains with a yearly average delay of under 30 seconds
- No passenger injuries or fatalities since HSR inception in 1964
- Developer of the Superconducting Maglev (SCMAGLEV) system currently operational, safety approved, and being deployed in Japan

The NEC: Big and Getting Bigger

TODAY



51 MILLION
residents



24 MILLION
jobs

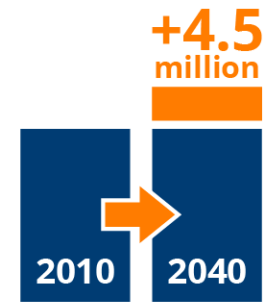


All on just 2% of U.S. land area

BY 2040



64 MILLION
residents



28.5 MILLION
jobs

Broken Infrastructure / Growing Problems

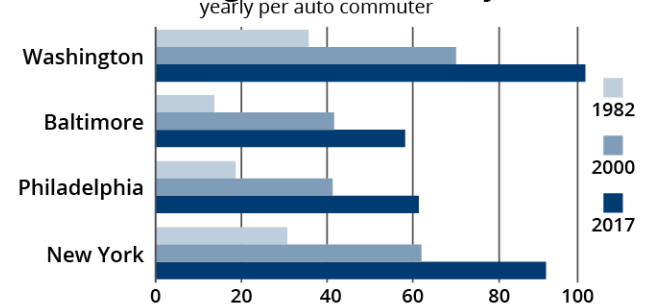
HIGHWAYS



12% of all U.S. highway lane miles
52% of the worst highway bottlenecks
22% increase in auto travel by 2040

source: 2019 Urban Mobility Score Card (Texas A&M Transportation Institute, 2019)

Average Hours of Delay



AIRWAYS



30% of all U.S. air trips
50% of nationwide delays originate in NYC
102% increase in aviation boardings by 2040

source: 2019 Airport On-Time Arrivals (US DoT Bureau of Transportation, December 2019)

Worst On-Time Arrival Rates

(2019)

1	Newark (EWR)	66%
2	New York LaGuardia (LGA)	70%
3	San Francisco (SFO)	72%
4	Boston (BOS)	74%
...
11	New York John F Kennedy (JFK)	78%
12	Washington National (DCA)	78%
13	Philadelphia (PHL)	79%
19	Washington Dulles (IAD)	80%
20	San Diego (SAN)	80%

RAILWAYS



75% of all weekday commuter rail riders
53% of commuter trains utilize the NEC
115% increase in intercity rail travel by 2040
7% of current rail could support 150mph

source: Northeast Corridor Annual Report: Operations and Infrastructure (NEC Commission, April 2018)

Shared Tracks

on the Northeast Corridor main line



Our Vision






DC TO NEW YORK
in
ONE HOUR
at
311 MPH

Proposed Route Alternatives

**70% of Alignment
in Deep Tunnel**



Remaining Alignments

-  BW Parkway East
-  BW Parkway West
-  Tunnel Section

Drawings are for illustrative purposes only and not to scale

Baltimore-Washington Project Schedule

EIS & Permitting

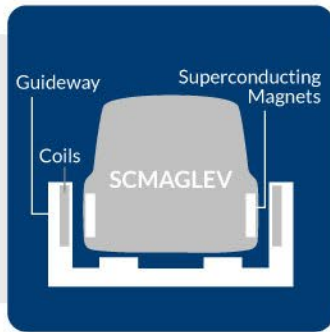
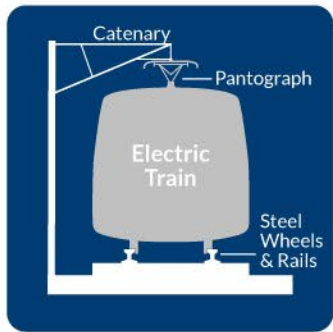
Commence – August 2016
Draft EIS – January 15, 2021
Public Hearings – April 6/8/10, 2021
Comment Period – Closed May 24, 2021
Final EIS and ROD – Early 2022

Final Design/Construction Start

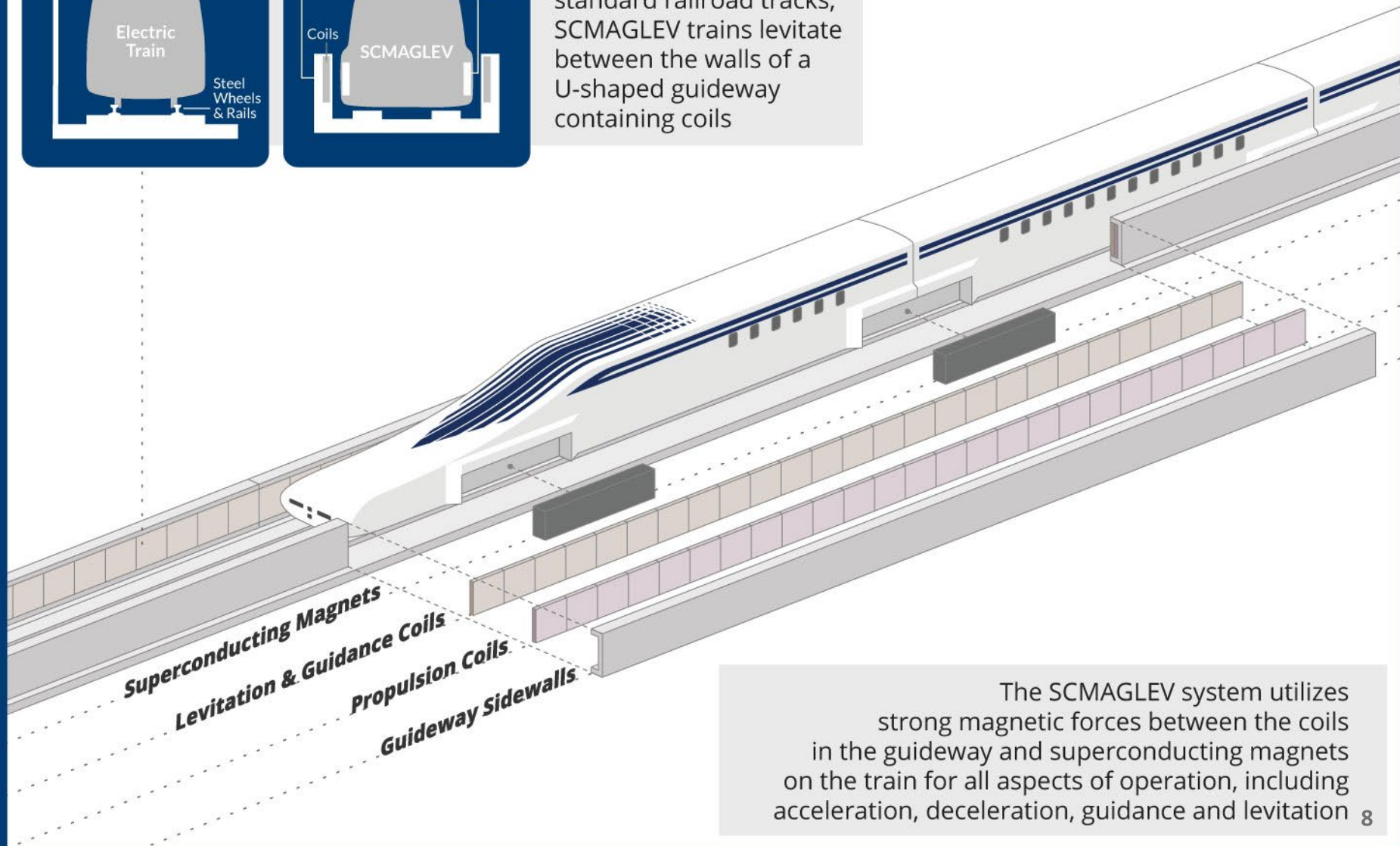
Construction duration depends on alignment selected
and construction methodology

Revenue Service Begins

About the SCMAGLEV



Instead of running on standard railroad tracks, SCMAGLEV trains levitate between the walls of a U-shaped guideway containing coils

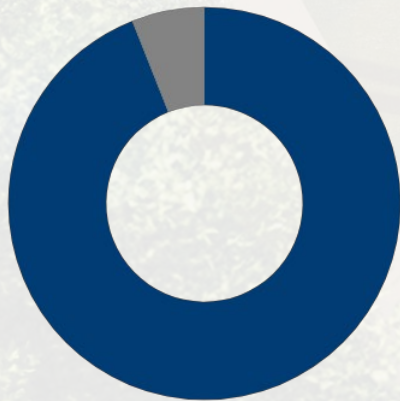


The SCMAGLEV system utilizes strong magnetic forces between the coils in the guideway and superconducting magnets on the train for all aspects of operation, including acceleration, deceleration, guidance and levitation

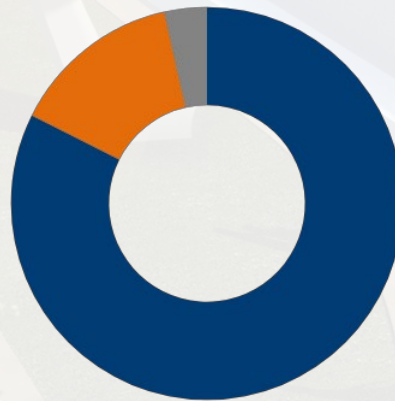
Reduction in Vehicle Miles Traveled

- DEIS predicts SCMaglev will result in reduction of regional VMT between 9% and 12% (2027 to 2045)
- DEIS anticipates SCMaglev will divert 11.3 to 16.4 million trips per year from 'auto'
- Independent Ridership Study shows SCMaglev reduces automobile share from 94% to approx. 82%

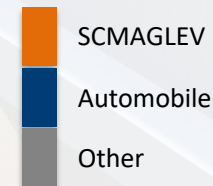
No Build Alternative



Build SCMAGLEV



Mode



Tremendous Economic Opportunity

Regional Jobs

123,000 JOBS

Construction Related Job-Years

38,000 JOBS

Professional Services Job-Years



Washington, DC
Baltimore
Arlington
Combined Statistical Area

Regional Labor Earnings

\$8.8 BILLION

In Employee Earnings

Baltimore-Washington SCMaglev DEIS, January 2021 – Resulting from Build Alternative J-03

SCMaglev Diversity, Equity and Inclusion Plan

Baltimore-Washington Rapid Rail Diversity, Equity, and Inclusion Plan
Ensuring benefit and opportunity for all

Workforce Development Goals

25%



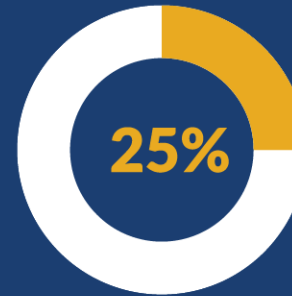
Goal of filling 25% of Permanent Jobs in Maryland with people of color and women including participation in all levels of management as well as non managerial positions.

40%

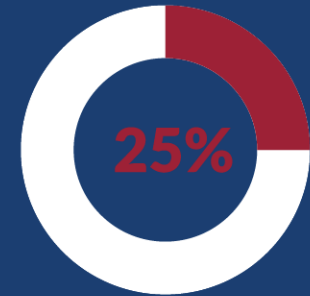


Goal of filling 40% of Construction Related Jobs in Maryland with people of color and women, and taking great care to accomplish a balanced representation of construction job recruits from the jurisdictions where the project will have a presence.

Business Opportunity Goals



25% of project spend on Construction in Maryland



25% of project spend on Operations in Maryland



Rendering of Baltimore Cherry Hill / Westport Station Alternative



NORTHEAST MAGLEV

Baltimore Cherry Hill / Westport Station Layout



Cherry Hill - Westport

SCMAGLEV Access and Egress

Station Access Mode Split for Cherry Hill Station Location Scenario (2045)

	Access						
Origin Station	Drive & Park	Kiss & Ride	Taxi / Rideshare	Bus	Rail	Other	Total
Cherry Hill	4,919	1,968	2,879	1,546	6,908	985	19,205

Station Egress Mode Split for Cherry Hill Station Location Scenario (2045)

	Egress						
Destination Station	Drive & Park	Kiss & Ride	Taxi / Rideshare	Bus	Rail	Other	Total
Cherry Hill	4,919	2,177	3,579	1,468	5,845	1,218	19,205

- Potential to make Cherry Hill / Westport area a global showcase for transit-oriented development and sustainability – a gateway to downtown
- Innovative first/last mile solutions with the Cherry Hill Light Rail Station

Project Economics

- BWRR Not Seeking State of Maryland Funds
- No Cost Technology Transfer of the Technology from JR-Central
- Government of Japan has Pledged Significant Financing
- Farebox Revenue will Cover Operating and Maintenance Costs
- Fares will vary based on:
 - Time of Day
 - Trip Purpose
 - Destination
- Fares as low as \$27

NORTHEAST MAGLEV

A high-speed maglev train is shown in motion, moving from the bottom left towards the top right. The train is white with blue and grey accents. The background is a blurred grey and black, suggesting speed. The train is on a track that is also blurred. The overall image has a dark, high-contrast aesthetic.

A PROVEN TRANSPORTATION SOLUTION

Superconducting Maglev

for more information, visit:
www.northeastmaglev.com