

## Data compiled from public sources as of June 2005

### INFRASTRUCTURE COST COMPARISONS

Opponents of Maglev say it is too expensive. In reality all transportation projects of this magnitude are in the same price range. Last May there were two articles in *The Washington Post*, one on the InterCounty Connector (ICC) and one on the Metro extension to Dulles airport with the reported costs for both projects. The Maryland Department of Transportation (MDOT) web site reports a lower cost of the ICC. The MDOT cost for the ICC is in 2004 dollars. Below is a comparison of the costs of these projects and the Maryland Regional Rail plan. The total cost for the Maglev project includes everything, the dollars are inflated to the year of construction (2008) and the cost of financing is included. The articles just list a cost, so I don't know if those are 2004 dollars or for the year of construction. The Regional Rail plan cost is in 2002 dollars. See the table:

Project	Miles	Total Cost	Cost per Mile
Dulles Metro <sup>1</sup>	23	\$4 billion	\$174 million
ICC <sup>2</sup>	18	\$2.1 billion	\$116 million
Maglev <sup>3</sup>	40	\$4.98 billion	\$124.5 million
Regional Rail <sup>4</sup>	24.5	\$2.5 billion	\$102 million
Woodrow Wilson <sup>5</sup>	7.5	\$2.449 billion	\$326.5 million

An easier comparison to make is the Regional Rail Plan and the Maglev because they both reported out in 2002 dollars. The 2002 cost for the Maglev is not inflated to 2008 as above.

Project	Miles	Total Cost (2002)	Cost per Mile (2002)
Maglev	40	\$3.7 billion	\$94.9 million
Regional Rail	24.5	\$2.5 billion	\$102 million

A comparison of the fully escalated cost of the Maglev project with the 2004 cost of the ICC shows that the Maglev is only \$8.5 million more per mile with the ICC having no technology cost. Or that the Maglev project is \$49.5 million less per mile than the Dulles Metro extension using traditional technology.

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<sup>1</sup> Source: *Washington Post*, June 12, 2004

<sup>2</sup> Source: Maryland Department of Transportation, ICC Study website 2005

<sup>3</sup> Source: Draft Environmental Impact Statement, Baltimore-Washington Maglev Project, October 2003

<sup>4</sup> Source: Maryland Transit Administration, 2003 Regional Rail System Plan 2002

<sup>5</sup> Source: Woodrow Wilson Bridge web site 2005