

# Identification of the Preferred Alternative

## Comparison of Alternatives

	Alternative 3A	Alternative 3B (Preferred Alternative)	Alternative 3C
<b>Travel Time Savings over No-Build (min:sec)</b>	Acela: 2:00 Regional: 1:55 MARC: 1:38	Acela: 2:31 Regional: 2:32 MARC: 1:49	Acela: 2:30 Regional: 2:23 MARC: 1:44
<b>Allows for high-level platforms for West Baltimore MARC Station between Franklin and Mulberry Streets</b>	No	Yes	Yes
<b>Ward Baking Company (historic property)</b>	Preserved	Preserved	Demolished
<b>Fire Department Engine Company No. 36 (historic property)</b>	Preserved	Preserved	Demolished
<b>P. Flanigan &amp; Sons, Inc. business and jobs</b>	Substantial impact	Minimal impact	Substantial impact
<b>Surface right -of-way required</b>	9.4 acres	13.2 acres	15.1 acres
<b>Residential Displacements</b>	0	22	12
<b>Business Displacements</b>	9	13	16
<b>DEIS Capital Cost</b>	\$3.8 billion	\$4.0 billion	\$4.2 billion
<b>FEIS Capital Cost</b>	N/A*	\$4.5 billion	N/A*

## Why Alternative 3B?

- Best satisfies the Project Purpose and Need, and considers engineering constraints, potential environmental impacts, and public input.
- Best improves travel time.
- Allows for ADA-accessible high level platforms at the West Baltimore MARC Station.
- Avoids key historic resources near the south portal such as the Ward Baking Company and Fire Department Engine Co. No. 36 buildings.
- Avoids major impacts to the P. Flanigan & Sons business, a major local employer.

\* Alternative 3A and Alternative 3C cost estimates were not updated for the FEIS. The FEIS cost estimate for the Preferred Alternative includes refined engineering, the preferred Intermediate Ventilation Facility site, and mitigation.