

SB253,BrianAlmquist,InSupport

Uploaded by: Almquist, Brian

Position: FAV

Testimony in Support of Maryland Senate Bill 253

Budget and Taxation and Education, Health, and Environmental Affairs

February 5, 2020

Dear Chairman,

I am Brian Almquist from Greenbelt. I am speaking on behalf of Greenbelt Advocates, which is leading a grass-roots campaign to unite residents opposed to the MAGLEV train project.

We support Maryland Senate Bill 253.

SB 253 protects State funds so they can be used to expand current infrastructures (AMTRAK, MARC) which is a more efficient use of State funds.

According to the Final Alternatives Report the project requires a completely new and massive infrastructure which will forever change our communities.

The project will have no meaningful impact on local vehicle traffic. SB 253 protects State funds so they can be used to upgrade our current mass transit system – which will reduce congestion.

The project will not reduce regional automobile traffic or reduce congestion and greenhouse gas emissions. With only three stops, it will not serve intra-regional traffic which makes up the majority of automobile trips in the region.

SB 253 will prevent the use of State funds on a project that consumes large amounts of energy to transport a relatively small number of riders.

According to the Final Alternatives Report, the project will draw power from the **grid**. As expected the train will use electricity from conventional power sources, which are the primary sources in Maryland and the rest of the United States. These conventional power sources include coal and natural gas, which do cause pollution. But even before the train begins to transport passengers, the extensive use of concrete and other materials to construct the infrastructure, the transportation of parts and materials in the supply chain, and the generation of electricity for interrelated processes will consume energy and produce pollution.

According to the Final Alternatives Report the train will consume 30% less energy than other high-speed MAGLEV trains, and 50% less than a commercial airliner. The Report does not provide **estimates of ridership**, which are **critical** to make an accurate comparison of alternative modes of transportation.

SB 253 will prevent State funds from being used to build a massive and unnecessary infrastructure; thus protecting Maryland's natural environment for future generations.

According to the Final Alternatives Report the above-ground portion of the final route would cross or run on open and forested lands adjacent to the BWP and across wetland areas and other resource areas. Wildlife habitat, open space, and forests, which affect our quality of life, do not need to be sacrificed just to get somewhere a few minutes faster. According to the 2018 World Wildlife Fund Living Planet Report ("the Planet Report") transportation is one of the common causes of habitat loss and degradation of natural areas. The Planet Report identifies infrastructure projects as one of the most common pressures causing deforestation and forest degradation.

The project is not economically feasible. SB 253 will protect Maryland residents from a future bailout.

We contend the project is not economically feasible due to low ridership and will end up being a **tax burden** on Maryland residents. The costs to ride the train will eliminate the average commuter or leisure traveler. The Report mentions the project expanding into Boston and New York City, which may be an **early warning** that the company does not expect the limited service between Washington D.C. and Baltimore City to attract a sufficient number of riders to cover the cost. **There are better alternatives for Maryland.**

We would like to see investments in **mass transit systems** that serve all travelers not just the elite traveler, and that use only existing infrastructure to avoid the destruction of precious wildlife habitat, open space, forested lands, and established communities. We contend the project will leave a negative legacy for future generations of Maryland residents.

Brian Almquist

Greenbelt Advocates for Environmental and Social Justice

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SB253, Mayor James, In Support

Uploaded by: James, Takisha

Position: FAV

**Testimony by Mayor Takisha James, Town of Bladensburg
February 5, 2020**

**In Support of Senate Bill 253, An Act Concerning State Finance and Procurement –
Prohibited Appropriations – Magnetic Levitation Transportation System**

Good Afternoon, I am here today to provide testimony on behalf of the Bladensburg Town Council supporting Senate Bill 253.

As elected leaders, it is our responsibility to carefully consider how our decisions will affect the economic and environmental sustainability of our communities not just today or tomorrow, but more importantly for future generations.

Please know we are not against the use of new and improved transportation technology and we certainly agree the existing transportation infrastructure is aging and struggling to meet the demands of the growing population. But there are more viable options to consider. The cost to build the Maglev rail system is estimated around \$15 billion, this is a \$420 million per mile cost for construction of a roughly 36 mile distance between Washington, D.C. and Baltimore.

Whereas, to build a four lane highway, the cost would be approximately \$10 million per mile through a suburban or urban area, which is how most of the land between Washington, D.C. and Baltimore is classified. Given there is no guarantee the Maglev train will ever be profitable if built, we need to consider more practical options.

We have been told the high speed rail system being used in Shanghai is an example of a successful model already in place. What is not being shared is the Shanghai MAGLEV rail system relies heavily on subsidies from the company that owns the Shanghai MAGLEV and it has been losing millions every year. Even if Maryland is able to secure private investment or lower the cost to finance the project, repayment will have to come from somewhere, either through taxpayer subsidies, higher fares, or both. There is no such thing as a free ride.

With limited public funding available, as legislatures we have a fiduciary responsibility to consider cost effective and economically feasible alternatives, including reinstating the funding slashed by the state to upgrade the existing Purple Line serving Prince Georges County and Montgomery County, and at a fraction of what it will cost to build the Maglev rail system.

Furthermore, our constituents strongly oppose this project and have voiced their concerns this project will have on our community. There have been ambiguous claims the MAGLEV rail system will reduce traffic and congestion on our roads, but to-date, a ridership study has not been conducted to support this position.

It is estimated a one-way fare would be slightly higher than a \$46 adult Acela one-way business class fare between Washington and Baltimore. Very few commuters will be able to afford paying this fare; it is just not economically feasible.

It is obvious the MAGLEV train is not meant to meet the needs of the everyday commuter they propose it will benefit, but keep in mind, our residents will feel the impacts of the train going through our communities for decades. Is this the type of legacy we want to leave for future generations?

There have been promises of jobs being created, but as legislatures there is absolutely no way to guarantee these jobs will go to our residents. This is a false narrative being told to make the proposed MAGLEV rail system easier to sell to the public.

As of yet, the environmental impact study for this project has not been released, but nevertheless, we are being asked to support the proposed MAGLEV rail system without having all the information needed to make an informed decision. More importantly what is not being talked about is the environmental and social injustice this project will have on neighborhoods in the path of the train. How many Prince George's County residents will be displaced through eminent domain to make this project a reality?

Additionally, there is no way to know with 100% certainty the risks this infrastructure will have on the foundations of homes located along the proposed route, or on our local habitats and historic structures. It has also been tacitly inferred a proposed multi-level ventilation station in Bladensburg won't have any health impacts on our residents. Yet there is no supporting data to verify the ventilation system being proposed will not negatively affect the well-being of our community.

We implore you to pass SB253 prohibiting the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State; prohibiting a public or private entity that receives money from the State from authorizing a permit or giving any other form of approval for a magnetic levitation transportation system in the State; and prohibiting a proposal for a magnetic levitation transportation system from using certain rights-of-way or track owned or operated by Amtrak or CSX transportation.

This proposed project has way too many unknown factors and the risks far outweigh the economic benefits the state hopes to gain from this technology, let me make this clear, our residents quality of life is not for sale.

Thank you for this opportunity to present our concerns.

SB253,SusanMcCutcheon,InSupport

Uploaded by: McCutchen, Susan

Position: FAV

**Testimony by Susan R. McCutchen
February 5, 2020**

**In support of Senate Bill 253, An Act Concerning
State Finance and Procurement – Prohibited Appropriations – Magnetic Levitation
Transportation System**

I am testifying about Senate Bill 253, an act put forth by Senators Pinsky, Augustine, and Beidle, which I strongly support and applaud. At issue is the proposed Superconducting Magnetic Levitation (SCMaglev) project.

The proposed SCMaglev project is a deeply disconcerting conundrum, both for you and your constituents. We also face a complicated set of competing proposed transportation projects, including Beltway Expansion and the Loop (modified Hyperloop). Our Northeast Corridor is being assailed by the hard-hitting promotion of and promises made by the developers of these disparate, uncoordinated projects, all claiming to bring significant traffic alleviation and ease of travel, a greener environment, and more prosperity for communities along the paths. The allure is understandable if taken at face value; however, as you well know regarding any complicated issue, there is much more under the surface. The issues roiling beneath the SCMaglev project have not been mined sufficiently for concrete information about actual financial cost, environmental impact, and the impact on the lives of the residents and communities along the path.

The communities along the proposed paths comprise richly diverse, multiracial, multicultural, and multilingual residents. Elected officials, organizations, and residents are working to maintain, improve, and strengthen their municipalities and unincorporated areas, including in the area of sustainable transportation options. The Prince George's County Mayors Coalition for Sustainable Transportation that formed to address regional transportation issues is one example. Another is environmental and grassroots organizations of many kinds actively engaged in addressing issues of environmental and social injustice as well as considering and proposing reasonable transportation alternatives that will enhance our lives. An example is the Anacostia Watershed Society creatively working on non-intrusive, green, and sustainable transportation as they improve our waterways. I urge you to reach out to the various sources of forward-looking transportation concepts and consider less intrusive and more cost-effective measures that can be taken.

As recurrent problems with extant and new Metro and other regional construction projects demonstrate, the DMV is a wetland marsh not conducive to the digging associated with intrusive construction projects that would entail disturbing the earth by exploratory burrowing under at various depths along most of and erupting from underneath in one section along the path, expanding the built environment on the surface at several locations along the path, and ultimately potentially harming or destroying private and public property. Further, consider the inevitable gentrification that will displace lower-income residents in Baltimore as continues to be the case in Washington, D.C.

Maryland will not substantially benefit financially from the SCMaglev transportation option nor will it benefit the residents and their communities. Do not be swayed by the leaderships of the NAACP and the Chambers of Commerce of Prince George's County, Anne Arundel County, Baltimore County, and Baltimore City, or the unions that have stated their pre-support for the project. Unless they are privy to information withheld from the public, the leaderships of these organizations have yet to review the Draft Environmental Impact Statement (EIS). It will be issued later this year, revealing the final chosen route and addressing in detail the assessed environmental and other related impacts. Yet these organizations have signed off on and are actively promoting the project and posit that all the consistently thorny questions will be sufficiently answered. They claim to have been promised seats at the table and have accepted the unsubstantiated claims of an abundance of construction and permanent jobs and prosperity, particularly for Baltimore. There needs to be careful review of the EIS by independent specialists. Too many questions linger over years of queries. Too much is unknown and so much would not be known until actual digging would take place, which is too late if damage is caused.

Senators, I urge you to support Senate Bill 253. The risks of this project far outweigh the benefits. These kinds of projects are destined for cost overruns and would become a financial burden for Maryland. Baltimore-Washington Rapid Rail and Japan, with its potential windfall from sales of technology and expertise, would be the benefactors and the beneficiaries, as they admittedly look to use us as a trial balloon to convince New York to buy in.

Thank you for your consideration of my testimony.

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SB253, Woodlawn Impact Statement, In Support

Uploaded by: Shaw, Michelle

Position: FAV



Impact Statement for Woodlawn Community Association

Woodlawn is an established community adjacent to the Baltimore Washington Parkway. The Maglev will impact our community in a negative way.

Firstly, we will be impacted by the construction of tunnels underneath our homes. We've heard estimates that this construction will take years to complete which will be disruptive to our quality of life. It will also be disruptive to the wildlife who live in the woods that surround our neighborhood.

When we've asked Maglev representatives about structural damage to our properties due to construction we've never received a straight answer. We are concerned that the homes that we have invested in for decades — many of our neighbors have lived in Woodlawn for 30-plus years — will be uninsurable and possibly uninhabitable.

We are also concerned about the environmental impact of Maglev. The amount of electrical power needed to create the magnetic field to levitate a train and push it 300-plus miles per hour will be more than what is currently structurally available in our neighborhood at this time. We are concerned that the amount of power sources that will need to be built will be nearby our homes and cause health problems for us over time.

We are also concerned about the ventilation structures Maglev plans to build in our community. We don't know what will be ventilated into our air and we don't know how what will be ventilated will impact our health.

Secondly, for the years of disruption there is no benefit to Woodlawn for this train's construction. We are currently in the midst of the Purple Line construction and it has its challenges. However, when the Purple Line is finished, everyone who lives in Woodlawn will have access to a Purple Line train station within our neighborhood or nearby where we live.

Maglev, on the other hand, has no such benefit. For example, if you live in Woodlawn and work in Baltimore, Maglev is not a commuting option for you. You would have to go to DC by Metro or drive, get to a Maglev station in the interior of DC during rush hour, and then board a Maglev train to travel to work. By the time all of this has occurred, you have already spent at **least 45 minutes commuting in the opposite direction of your destination**. The most you will have saved is maybe 15 minutes on your average commute of 45 minutes or an hour. And most importantly, you were not removed from the heavy congestion here in this area as you have to rely on the existing congested roads and Metro to get to the Maglev train.

Maglev is not an alternative to anyone's commute who lives in the DC or Baltimore areas and it needs to stop being referred to as such.

Maglev serves no purpose for the residents of Woodlawn and the "no build" option is the only right solution for our community.

Dan Woomer_FAV_SB253

Uploaded by: Woomer, Dan

Position: FAV

Title: **LSIA Supports the Maryland General Assembly Senate Bill 253**

Speaker: Dan Woomer, Vice President
Linthicum-Shipley Improvement Association (LSIA)

Hearing: Senate Budget and Taxation Committee
West Miller Senate Building
11 Bladen Street - Room 3
Annapolis, Maryland 21401

Date: Wednesday, February 5, 2020

Time: 2:00pm

Summary:

The Linthicum-Shipley Improvement Association (LSIA) joins with Senator Pinsky and Senator Beidle to support this session's Senate Bill 253 – “prohibiting the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State; prohibiting a public or private entity that receives money from the State from authorizing a permit or giving any other form of approval for a magnetic levitation transportation system in the State; prohibiting a proposal for a magnetic levitation transportation system from using certain right-of-way or track owned or operated by certain railroad companies; and generally relating to State appropriations for magnetic levitation transportation systems.”

Testimony:

Good afternoon. My name is Daniel E. Woomer, I'm the Vice President of the Linthicum-Shipley Improvement Association, also known as LSIA. I've lived in Linthicum over 39 years. I'm authorized to speak for our community association.

Thank you for scheduling this hearing and for the opportunity to speak with you in support of Senate Bill 253.

Linthicum, comprising the communities of North Linthicum, Linthicum, Crestwood, Andover Estates, and Linthicum-Shipley is a town located south of Baltimore City, in Anne Arundel County. Our history dates back to the mid-1600's as part of a land grant from England which led to the Linthicum and Shipley families establishing some of the earliest agricultural interests in our County. This farming area has evolved over the past centuries into a residential community. Following the advent of train travel, our community became a place for lawyers, doctors, bankers, and others to move out of the city and into a more open and quiet community. Following WWII, Linthicum evolved into a suburb made up of residences, schools, our own fire station, our own post office, with small, medium and large businesses. Linthicum families typically come to stay, with many families having five or more generations rooted in our community. Of course, the Linthicum and Shipley families have far deeper roots. LSIA represents over 10,000 residents and numerous businesses, and has over 500 active

household members. LSIA is opposed to the building of the SCMagLev and supports Senate Bill 253.

There are four principal reasons LSIA is opposed to building the SCMagLev:

- (1) It does not serve Marylanders, yet destroys our communities and green spaces.
- (2) It will generate Insufficient revenue requiring Government subsidies.
- (3) It will follow previous world experiences with such systems; many of which have failed or are being maintained with large government subsidies.
- (4) The need for other far more higher value transportation infrastructure improvements outweigh wasting funds on building the SCMagLev.

(1) SCMagLev Does Not Serve Marylanders, Yet Destroys Our Communities and Green Spaces.

SCMagLev project will result in the:

- The destruction of swaths of homes, businesses, historic sights, and greenspaces through Prince Georges county with the erection of the elevated sections of the SCMagLev.
- The potential disruption of Anne Arundel aquifers.
- The potential release of toxins, carcinogens, and Radon gas into our communities collected in the SCMagLev tunneled sections through their surface ventilation facilities.
- Concerns of our schools' structures, personnel, and students on the impact of a high-speed oscillating magnetic field train running under them.
- Increased traffic with SCMagLev facilities and track maintenance equipment on I-95 and the BWI Parkway.
- One stop in Anne Arundel County, and no stops in Prince Georges County, virtually no benefit to the residents and businesses in our counties, yet we will carry the burden of the destruction.

(2) SCMagLev Will Generate Insufficient Revenue Requiring Government Subsidies.

LSIA, as many others having followed the SCMagLev project for about two years, do not see how this system will generate the revenues needed to operate and maintain itself without the need for government subsidies. You all, as we, have received mixed signals for the SCMagLev leadership, one time saying all of the funds needed for maintenance and operation (M&O) will be generated by ridership, and another saying, any system like the one proposed requires a private and public support as in the use of tax dollars to provide financial support.

To date, no major public rail system in the world operates without government subsidy. Amtrak is actually one of the best, generating revenues which do cover the majority of its annual maintenance and operation (M&O) costs, and has shown improvement over the past decade, requiring a smaller percentage of M&O to be subsidized.

If ridership is pulled from Amtrak by the SCMagLev, Amtrak revenues will drop requiring

additional subsidies to maintain the Northeast corridor. In effect, taxpayers will be forced to subsidizing two competing systems. Such funds will enrich the private SCMagLev investors, negatively impact existing transportation systems, and pull funding from other needed more critical transportation infrastructure projects.

(3) SCMagLev Will Follow Previous World Experiences with Such Systems, Many of Which Have Failed or are Being Maintained with Large Government Subsidies.

I call your attention to a recent report by Ms. Carol Park, an analyst at the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute titled:

Lessons from Asia for the Northeast SCMagLev.

To quote Ms. Park - "SCMagLev enthusiasts have been pushing the project despite warnings of significant risks, just like the supporters of the bullet train did in Asia. For instance, the South Korean government built the Seoul-Incheon line despite consistent warnings of inadequate demand. The project was politically, rather than commercially, driven as Korean officials wanted to present a futuristic version of Korea to the international community as part of the 2018 PyeongChang Winter Olympics." The line was closed in 2018 after just four years of service because 77 percent of seats were unoccupied.

Germany experimented with building a MagLev train. Following several years of development and building, with large and growing annual government subsidies and the lack of ridership, Germany abandoned the project.

For a current example of over promised and underperformance, look no further than California's experience with high speed rail system, which has become a financial nightmare. Massive overruns, building delays, homes, businesses and private properties taken, and still no working system. The Governor finally "pulled the plug" and the project has been significantly downsized. However, all of the destruction of farms, vineyards, and personal property has occurred. All for nothing.

Ms. Park states: "Supporters of SCMagLev dismiss these concerns. They argue that the success of bullet trains in Japan demonstrate that these hurdles can be overcome. That's exactly what officials in China, Taiwan and South Korea thought, only to discover that the situation in Japan is unique. Most of Japan's 128 million inhabitants live in a few densely populated cities. Many of those residents are rich enough to afford expensive train tickets."

Note, SCMagLev officials have repeated stated that the ticket prices will be similar to Amtrak/Acela.

"Compared to Japan, the situation is the polar opposite in Baltimore, where many of the residents who depend on public transit are low-income workers. If these residents are to commute between Baltimore and D.C., they would need an option that is affordable and easily accessible from their homes." The SCMagLev is neither. Whereas, MARC provides that reliable and cost-effective transportation system: moving well over 8 million passengers into and out of DC annually.

(4) The Need for Other Far High Value Transportation Infrastructure Improvements Outweigh Wasting Funds on Building the SCMagLev.

Supporters of the SCMagLev state the existing 150-year-old system is out of date and employs obsolete technology. Well, I rode MARC and Amtrak into DC for nearly 30 years, and not once was I on a train that employed a wood fired steam engine. Amtrak and MARC employ modern equipment, running on an upgraded high-speed rail system. Both are purchasing and implementing new, proven, state-of-the-art equipment.

Amtrak has just completed a multi-year Environmental Impact Study (EIS), secured loans totaling \$2.7 Billion, and are actively engaged in upgrading rail, equipment and stations all along the Northeast corridor. Note – This year, Maryland’s own BWI Rail Station has been replaced with a larger, modern, new tech, and improved comfort building. Amtrak is building and testing the next generation of train equipment capable of higher speeds. This information is readily available on the Internet.

Instead of wasting money to build a transportation system that will not serve Marylanders, and take funds needed for transportation infrastructure, LSIA and many others believe it would be far better to invest those funds into Maryland transportation infrastructure.

For example - Look around the room you are in. Everything you see – the structure, paint, electrical, electronics, furniture, the clothes and shoes we are all wearing, all were transported by commercial truck. Maryland commerce requires sound transportation infrastructure to operate efficiently. Such systems draw business to Maryland and improve the economic base of our State. How many Maryland bridges are rated C or lower, and are in need of repair or replacement? Such work would be a far better use of Maryland’s tax dollars than investing in and subsidizing an unnecessary high cost train for the well healed.

AND . . .

We haven’t spoken to security concerns associated with having a 300 plus mile an hour train flying down an elevated section of track, or through a tunnel. What catastrophic results would occur if someone manages to get to the track and execute an attack. Who is going to maintain the security envelop, and how much resources will the State and Counties be required to provide? All costing additional tax dollars better used elsewhere.

I agree with the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute report recommendation – “The Northeast Maglev project should be scrapped before it is too late. There are many transportation priorities that are worthier of attention.”

There are two additional concerns I draw your attention to:

- (1) If built, the SCMagLev will potentially release toxins, carcinogens, and Radon gas into our communities.

- (2) If built, the SCMagLev will expose our school structures, personnel, and students to constant low-level vibration, and low-level oscillating magnetic fields as the train running under them.

Concerns Explained:

- (1) If built, the SCMagLev will potentially release toxins, carcinogens, and Radon gas into our communities.

As described during the 10/16/2017 BWRR-MTA Open House by the Louis Berger professional engineer, the ventilation facilities primary purpose is to clear smoke in case there is a fire in the tunnel. Located every 3 to 4 miles apart along the underground tunneled route, the ventilation units will be forcing air into the tunnel on one side of the tunnel section with smoke, and the next ventilation facility will be exhausting air from the tunnel. In other words, one ventilation facility will be pressurizing the tunnel ahead of the section of the tunnel with smoke, and the alternate ventilation facility will be de-pressurizing the tunnel to exhaust the smoke to the atmosphere.

Here's our concern. The source of a fire will likely be electrical. Such a fire consumes electrical insulation and lubricants. These fuel sources when burned produce both toxic and carcinogen compounds, which according to the planned use of the ventilation system described, will exhaust these dangerous compounds into the atmosphere, exposing the surrounding communities to these unhealthy chemical compounds. Such carcinogen exposure released in the atmosphere can potentially create damaging respiratory effects possibly leading to life threatening scenarios for the residents living by the vents and inhaling these carcinogens. Our question - What is the short, mid and long-term health effect will this have on the affected community? If nothing else, it will have a negative effect on property values. After all, who wants to raise their family next to a facility that may poison them at any time?

As you all know, Anne Arundel and Prince George Counties have naturally occurring Radon gas. Radon gas is a known carcinogen, which is why homes and other buildings are tested across both Anne Arundel County and Prince Georges County. Infiltrating from the ground, this colorless and odorless gas finds its way into building basements through cracks and seams between the basement walls and concrete floor.

During the discussion with the professional engineer from Louis Berger hired to design the SCMagLev build, we asked about water infiltration, drainage and pumped water removal, as the tunneling under Linthicum will likely intersect the aquifer. Also, the question of monitoring and venting naturally occurring gases leaking into the tunnel through the same openings with which ground water enters, as the tunnel will serve as a large collecting system for ground leaching gases as it transits Anne Arundel County 80 to 150 feet below the surface. When these ventilation facilities exhaust into the atmosphere, anyone near these facilities will also be exposed to any radon gas collected in the tunnel. As with all radioactive materials, depending on the intensity of the exposure and length of exposure time determines the severity of the side effects. With that said any low-level exposure whether to radiation over a long time period is sure to have negative effects on the human body that will result in health issues at some level. And like long term exposure to low level radiation, long term exposure to low levels of electromagnetism may also have cumulative health effects on the human body and needs to be evaluated. Our questions – What long-term cumulative health effect will radon gas and electromagnetic exposure have on the affected community as radioactive radon gas is vented

into the atmosphere through the ventilation facilities? What is the long term health impact of exposure to low level oscillating electromagnetic fields as the SCMagLev transit passes under our homes, businesses, schools and their playgrounds?

- (2) If built, the SCMagLev will expose our school structures, personnel, and students to constant low-level vibration, and low-level oscillating magnetic fields as the train running under them.

As the train passes underground below our schools, homes and businesses, what affect will the resulting vibration have on the structures? As you know, masonry structures do not fare well with constant exposure to vibration. Now given, most of our homes and businesses are built upon concrete foundations and masonry walls, continuous exposure to even low-level vibrations will likely have a cumulative effect, to include cracking and then water penetration, negatively impacting the structural integrity of the building.

In Summary:

LSIA has provided a list of reasons why the SCMagLev should be stopped now before Maryland is leveraged into a position where it has no choice to but to make use of our needed tax dollars to directly or indirectly fund the SCMagLev building, Maintenance, operation, and security. Our tax dollars will be better spent to replace, repair and enhance existing transportation infrastructure. LSIA has pointed out the potential of venting toxic, carcinogens and radioactive gas into our communities. LSIA has noted the serious concerns we have with the low-level exposure to radioactive gas and low-level electromagnetic fields and the cumulative health impact these would have on our residents.

And my concluding question:

Are you willing to expose our children to find out what the health effects will be?

Again, thank you for this opportunity to speak before and provide written testimony to your Committee.

Attachments:

- (1) Report from the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute - Lessons from Asia for the Northeast SCMagLev (two pages).
- (2) Certificate of Corporate Resolution for Daniel Woomer to represent the interests of the Linthicum-Shipley Improvement Association, signed by Kevin Plessner, Esq. (one page).

Lessons from Asia for the Northeast SCMagLev

In China, a bullet train crash in the city of Wenzhou in 2011 killed 40 people. The crash was blamed on poor design and mismanagement. In Taiwan, the bullet train system rang up \$1.5 billion in losses over seven years, requiring a \$1 billion government bailout to date. In South Korea, a high-speed rail line connecting Seoul to Incheon closed in 2018 after just four years of service because 77 percent of seats were unoccupied.

Across the Pacific Ocean, supporters of “SCMagLev” in the United States are gearing up to create an American version of the Asian rail disasters. The Northeast Maglev is a proposed magnetic levitation train that would travel at 311 miles per hour, carrying passengers between Baltimore city and Washington in 15 minutes. The Maglev team hopes to start construction on the ostensibly private project in 2020.

SCMagLev enthusiasts have been pushing the project despite warnings of significant risks, just like the supporters of the bullet train did in Asia. For instance, the South Korean government built the Seoul-Incheon line despite consistent warnings of inadequate demand. The project was politically, rather than commercially, driven: Korean officials wanted to present a futuristic version of Korea to the international community as part of the 2018 PyeongChang Winter Olympics.

SCMagLev supporters in Maryland have similar non-business motives for backing the project. Baltimore has been experiencing a steady population decline over the years, and many supporters believe that connecting the city to economically vibrant D.C. could reverse that trend. This vision has blinded the advocates to serious concerns about the project.

First, though the project purports to be a private effort, high-speed train projects are generally magnets of questionable government subsidies. “We can’t build our infrastructure 100 percent privately,” said Wayne Rogers, the CEO of Northeast Maglev. Building the SCMagLev line from Baltimore to D.C. is estimated to cost between \$12 billion to \$15 billion (Others believe the cost will be far more). So far only \$5 billion in private investment has been secured for the project, so taxpayers will be on the hook to finance the rest of the project, likely taking funds needed for other far more valuable national infrastructure projects.

Second, it’s highly doubtful the SCMagLev will fail to attract sufficient ridership to make it economically viable. According to SCMagLev officials, the service would target the “elite business travelers” and charge higher prices than Amtrak, which already provides regular rail service between the two cities, and in the process of upgrading their infrastructure, equipment and stations to support faster trains on existing right-of-ways. Just as with the Seoul-Incheon line, there are also numerous bus companies that provide affordable trips along the Baltimore-D.C. route.

Finally, building the Northeast Maglev will inevitably disrupt the communities along the line because of noise and electromagnetic fields, destruction of homes and businesses during the

building of the elevated portions of the line, as well as destruction of remaining green space between Baltimore and DC, and the negative environmental impacts of tunneling, not to mention the hurtling trains. As the planned SCMagLev will only make three stops, the affected residents are unlikely to experience any commercial or economic development in their neighborhood. In short, residents along the route will pay the high price and receive little to no benefit from the SCMagLev.

Supporters of SCMagLev dismiss these concerns. They argue that the success of bullet trains in Japan demonstrate that these hurdles can be overcome. That's exactly what officials in China, Taiwan and South Korea thought, only to discover that the situation in Japan is unique. Most of Japan's 128 million inhabitants live in a few densely populated cities. Many of those residents are rich enough to afford expensive train tickets.

Compared to Japan, the situation is the polar opposite in Baltimore, where many of the residents who depend on public transit are low-income workers. If these residents are to commute between Baltimore and D.C., they would need an option that is affordable and easily accessible from their homes. The SCMagLev is neither. MARC provides that reliable and cost-effective transportation system, that last year moved over 8 million passengers into and out of DC.

The Northeast Maglev project should be scrapped before it is too late. There are many transportation priorities that are worthier of attention.

In early 2018, Baltimore's Metro subway line closed for a month. According to the American Public Transportation Association, the closure was due to the Maryland Transit Administration's lack of expertise and poor communication. Meanwhile, the D.C. Metro system is a never-ending series of service disruptions, crumbling infrastructure and safety failures.

If Maryland wants to improve its transportation system, it should focus on ensuring that its existing projects are safe and managed properly. Whether this is done by restructuring the MTA or by privatizing some of its operations to incentivize better performance, it will not take billions of dollars to ensure that Maryland residents have reliable public transportation.

According to SCMagLev's Chair, Wayne Rogers, "Infrastructure is fundamentally a government responsibility, which has failed." He is right. Many governments across the ocean have failed by partnering with private companies to build trains that turned out to be costly, dangerous, and increasingly reliant on government support. We can avoid recreating the same high-speed catastrophe in North America by abandoning the Northeast Maglev now.

The author of the original article is Carol Park, a senior policy analyst in the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute. She can be reached at cpark@mdpolicy.org.

Source: Park, Carol. "Transportation Lessons from Asia for the Northeast Maglev." December 7, 2018. The Maryland Public Policy Institute. www.mdpolicy.org/research/detail/lessons-from-asia-for-the-northeast-maglev?fbclid=IwAR2C1sAfojicOFJ7J6jXCqvtGmKADrtVAopQpP7XRZnc38V25p8G5wWp2s4.

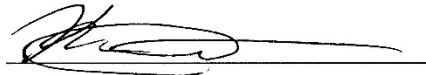
CERTIFICATE OF CORPORATE RESOLUTION

I, Kevin M. Plessner, the undersigned, Secretary of Linthicum Shipley Improvement Association, do hereby certify to the Hearing Officer for the State of Maryland that:

- (a) A meeting of the Board of Directors of Linthicum Shipley Improvement Association was duly called and held on September 28, 2017, a quorum being at all times present.
- (b) A Resolution directing “the President of LSIA and all members of the Executive Board to represent that LSIA and its members to all interested parties, including but not limited to the Federal, State and County governments and all private parties, that LSIA is vehemently opposed to all MAGLEV tracks that come within Linthicum or near its boundaries...the President and all Executive Board members are hereby authorized and directed, for and on behalf of LSIA, to perform all additional actions and to execute and deliver any additional instruments” in furtherance of the Corporation’s opposition to MAGLEV.
- (c) Such Resolution is in accordance with and pursuant to the Articles of Incorporation and Bylaws of the Corporation.
- (d) Such Resolution is now in full force and effect and has not been revoked or amended in any manner.
- (e) Linthicum Shipley Improvement Association has more than 10,000 persons residing or owning property in Linthicum and the organization itself has more than 500 paid household memberships.

NOW, THEREFORE, BE IT RESOLVED, that **Dan Woomeer, Vice President of LSIA**, be and hereby is appointed to speak on behalf of the Corporation at the above-referenced hearing of Senate Bill 0253 in favor of passage of Senate Bill 0253 as currently drafted.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my signature on this thirtieth Day of January 2020.



Secretary, Linthicum Shipley Improvement Association

SB253, Dan Woomer, In Support

Uploaded by: Woomer, Dan

Position: FAV

Title: **LSIA Supports the Maryland General Assembly Senate Bill 253**

Speaker: Dan Woomer, Vice President
Linthicum-Shipley Improvement Association (LSIA)

Hearing: Senate Budget and Taxation Committee
West Miller Senate Building
11 Bladen Street - Room 3
Annapolis, Maryland 21401

Date: Wednesday, February 5, 2020

Time: 2:00pm

Summary:

The Linthicum-Shipley Improvement Association (LSIA) joins with Senator Pinsky and Senator Beidle to support this session's Senate Bill 253 – “prohibiting the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State; prohibiting a public or private entity that receives money from the State from authorizing a permit or giving any other form of approval for a magnetic levitation transportation system in the State; prohibiting a proposal for a magnetic levitation transportation system from using certain right-of-way or track owned or operated by certain railroad companies; and generally relating to State appropriations for magnetic levitation transportation systems.”

Testimony:

Good afternoon. My name is Daniel E. Woomer, I'm the Vice President of the Linthicum-Shipley Improvement Association, also known as LSIA. I've lived in Linthicum over 39 years. I'm authorized to speak for our community association.

Thank you for scheduling this hearing and for the opportunity to speak with you in support of Senate Bill 253.

Linthicum, comprising the communities of North Linthicum, Linthicum, Crestwood, Andover Estates, and Linthicum-Shipley is a town located south of Baltimore City, in Anne Arundel County. Our history dates back to the mid-1600's as part of a land grant from England which led to the Linthicum and Shipley families establishing some of the earliest agricultural interests in our County. This farming area has evolved over the past centuries into a residential community. Following the advent of train travel, our community became a place for lawyers, doctors, bankers, and others to move out of the city and into a more open and quiet community. Following WWII, Linthicum evolved into a suburb made up of residences, schools, our own fire station, our own post office, with small, medium and large businesses. Linthicum families typically come to stay, with many families having five or more generations rooted in our community. Of course, the Linthicum and Shipley families have far deeper roots. LSIA represents over 10,000 residents and numerous businesses, and has over 500 active

household members. LSIA is opposed to the building of the SCMagLev and supports Senate Bill 253.

There are four principal reasons LSIA is opposed to building the SCMagLev:

- (1) It does not serve Marylanders, yet destroys our communities and green spaces.
- (2) It will generate Insufficient revenue requiring Government subsidies.
- (3) It will follow previous world experiences with such systems; many of which have failed or are being maintained with large government subsidies.
- (4) The need for other far more higher value transportation infrastructure improvements outweigh wasting funds on building the SCMagLev.

(1) SCMagLev Does Not Serve Marylanders, Yet Destroys Our Communities and Green Spaces.

SCMagLev project will result in the:

- The destruction of swaths of homes, businesses, historic sights, and greenspaces through Prince Georges county with the erection of the elevated sections of the SCMagLev.
- The potential disruption of Anne Arundel aquifers.
- The potential release of toxins, carcinogens, and Radon gas into our communities collected in the SCMagLev tunneled sections through their surface ventilation facilities.
- Concerns of our schools' structures, personnel, and students on the impact of a high-speed oscillating magnetic field train running under them.
- Increased traffic with SCMagLev facilities and track maintenance equipment on I-95 and the BWI Parkway.
- One stop in Anne Arundel County, and no stops in Prince Georges County, virtually no benefit to the residents and businesses in our counties, yet we will carry the burden of the destruction.

(2) SCMagLev Will Generate Insufficient Revenue Requiring Government Subsidies.

LSIA, as many others having followed the SCMagLev project for about two years, do not see how this system will generate the revenues needed to operate and maintain itself without the need for government subsidies. You all, as we, have received mixed signals for the SCMagLev leadership, one time saying all of the funds needed for maintenance and operation (M&O) will be generated by ridership, and another saying, any system like the one proposed requires a private and public support as in the use of tax dollars to provide financial support.

To date, no major public rail system in the world operates without government subsidy. Amtrak is actually one of the best, generating revenues which do cover the majority of its annual maintenance and operation (M&O) costs, and has shown improvement over the past decade, requiring a smaller percentage of M&O to be subsidized.

If ridership is pulled from Amtrak by the SCMagLev, Amtrak revenues will drop requiring

additional subsidies to maintain the Northeast corridor. In effect, taxpayers will be forced to subsidizing two competing systems. Such funds will enrich the private SCMagLev investors, negatively impact existing transportation systems, and pull funding from other needed more critical transportation infrastructure projects.

(3) SCMagLev Will Follow Previous World Experiences with Such Systems, Many of Which Have Failed or are Being Maintained with Large Government Subsidies.

I call your attention to a recent report by Ms. Carol Park, an analyst at the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute titled:

Lessons from Asia for the Northeast SCMagLev.

To quote Ms. Park - "SCMagLev enthusiasts have been pushing the project despite warnings of significant risks, just like the supporters of the bullet train did in Asia. For instance, the South Korean government built the Seoul-Incheon line despite consistent warnings of inadequate demand. The project was politically, rather than commercially, driven as Korean officials wanted to present a futuristic version of Korea to the international community as part of the 2018 PyeongChang Winter Olympics." The line was closed in 2018 after just four years of service because 77 percent of seats were unoccupied.

Germany experimented with building a MagLev train. Following several years of development and building, with large and growing annual government subsidies and the lack of ridership, Germany abandoned the project.

For a current example of over promised and underperformance, look no further than California's experience with high speed rail system, which has become a financial nightmare. Massive overruns, building delays, homes, businesses and private properties taken, and still no working system. The Governor finally "pulled the plug" and the project has been significantly downsized. However, all of the destruction of farms, vineyards, and personal property has occurred. All for nothing.

Ms. Park states: "Supporters of SCMagLev dismiss these concerns. They argue that the success of bullet trains in Japan demonstrate that these hurdles can be overcome. That's exactly what officials in China, Taiwan and South Korea thought, only to discover that the situation in Japan is unique. Most of Japan's 128 million inhabitants live in a few densely populated cities. Many of those residents are rich enough to afford expensive train tickets."

Note, SCMagLev officials have repeated stated that the ticket prices will be similar to Amtrak/Acela.

"Compared to Japan, the situation is the polar opposite in Baltimore, where many of the residents who depend on public transit are low-income workers. If these residents are to commute between Baltimore and D.C., they would need an option that is affordable and easily accessible from their homes." The SCMagLev is neither. Whereas, MARC provides that reliable and cost-effective transportation system: moving well over 8 million passengers into and out of DC annually.

(4) The Need for Other Far High Value Transportation Infrastructure Improvements Outweigh Wasting Funds on Building the SCMagLev.

Supporters of the SCMagLev state the existing 150-year-old system is out of date and employs obsolete technology. Well, I rode MARC and Amtrak into DC for nearly 30 years, and not once was I on a train that employed a wood fired steam engine. Amtrak and MARC employ modern equipment, running on an upgraded high-speed rail system. Both are purchasing and implementing new, proven, state-of-the-art equipment.

Amtrak has just completed a multi-year Environmental Impact Study (EIS), secured loans totaling \$2.7 Billion, and are actively engaged in upgrading rail, equipment and stations all along the Northeast corridor. Note – This year, Maryland's own BWI Rail Station has been replaced with a larger, modern, new tech, and improved comfort building. Amtrak is building and testing the next generation of train equipment capable of higher speeds. This information is readily available on the Internet.

Instead of wasting money to build a transportation system that will not serve Marylanders, and take funds needed for transportation infrastructure, LSIA and many others believe it would be far better to invest those funds into Maryland transportation infrastructure.

For example - Look around the room you are in. Everything you see – the structure, paint, electrical, electronics, furniture, the clothes and shoes we are all wearing, all were transported by commercial truck. Maryland commerce requires sound transportation infrastructure to operate efficiently. Such systems draw business to Maryland and improve the economic base of our State. How many Maryland bridges are rated C or lower, and are in need of repair or replacement? Such work would be a far better use of Maryland's tax dollars than investing in and subsidizing an unnecessary high cost train for the well healed.

AND . . .

We haven't spoken to security concerns associated with having a 300 plus mile an hour train flying down an elevated section of track, or through a tunnel. What catastrophic results would occur if someone manages to get to the track and execute an attack. Who is going to maintain the security envelop, and how much resources will the State and Counties be required to provide? All costing additional tax dollars better used elsewhere.

I agree with the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute report recommendation – "The Northeast Maglev project should be scrapped before it is too late. There are many transportation priorities that are worthier of attention."

There are two additional concerns I draw your attention to:

- (1) If built, the SCMagLev will potentially release toxins, carcinogens, and Radon gas into our communities.

- (2) If built, the SCMagLev will expose our school structures, personnel, and students to constant low-level vibration, and low-level oscillating magnetic fields as the train running under them.

Concerns Explained:

- (1) If built, the SCMagLev will potentially release toxins, carcinogens, and Radon gas into our communities.

As described during the 10/16/2017 BWRR-MTA Open House by the Louis Berger professional engineer, the ventilation facilities primary purpose is to clear smoke in case there is a fire in the tunnel. Located every 3 to 4 miles apart along the underground tunneled route, the ventilation units will be forcing air into the tunnel on one side of the tunnel section with smoke, and the next ventilation facility will be exhausting air from the tunnel. In other words, one ventilation facility will be pressurizing the tunnel ahead of the section of the tunnel with smoke, and the alternate ventilation facility will be de-pressurizing the tunnel to exhaust the smoke to the atmosphere.

Here's our concern. The source of a fire will likely be electrical. Such a fire consumes electrical insulation and lubricants. These fuel sources when burned produce both toxic and carcinogen compounds, which according to the planned use of the ventilation system described, will exhaust these dangerous compounds into the atmosphere, exposing the surrounding communities to these unhealthy chemical compounds. Such carcinogen exposure released in the atmosphere can potentially create damaging respiratory effects possibly leading to life threatening scenarios for the residents living by the vents and inhaling these carcinogens. Our question - What is the short, mid and long-term health effect will this have on the affected community? If nothing else, it will have a negative effect on property values. After all, who wants to raise their family next to a facility that may poison them at any time?

As you all know, Anne Arundel and Prince George Counties have naturally occurring Radon gas. Radon gas is a known carcinogen, which is why homes and other buildings are tested across both Anne Arundel County and Prince Georges County. Infiltrating from the ground, this colorless and odorless gas finds its way into building basements through cracks and seams between the basement walls and concrete floor.

During the discussion with the professional engineer from Louis Berger hired to design the SCMagLev build, we asked about water infiltration, drainage and pumped water removal, as the tunneling under Linthicum will likely intersect the aquifer. Also, the question of monitoring and venting naturally occurring gases leaking into the tunnel through the same openings with which ground water enters, as the tunnel will serve as a large collecting system for ground leaching gases as it transits Anne Arundel County 80 to 150 feet below the surface. When these ventilation facilities exhaust into the atmosphere, anyone near these facilities will also be exposed to any radon gas collected in the tunnel. As with all radioactive materials, depending on the intensity of the exposure and length of exposure time determines the severity of the side effects. With that said any low-level exposure whether to radiation over a long time period is sure to have negative effects on the human body that will result in health issues at some level. And like long term exposure to low level radiation, long term exposure to low levels of electromagnetism may also have cumulative health effects on the human body and needs to be evaluated. Our questions – What long-term cumulative health effect will radon gas and electromagnetic exposure have on the affected community as radioactive radon gas is vented

into the atmosphere through the ventilation facilities? What is the long term health impact of exposure to low level oscillating electromagnetic fields as the SCMagLev transit passes under our homes, businesses, schools and their playgrounds?

- (2) If built, the SCMagLev will expose our school structures, personnel, and students to constant low-level vibration, and low-level oscillating magnetic fields as the train running under them.

As the train passes underground below our schools, homes and businesses, what affect will the resulting vibration have on the structures? As you know, masonry structures do not fare well with constant exposure to vibration. Now given, most of our homes and businesses are built upon concrete foundations and masonry walls, continuous exposure to even low-level vibrations will likely have a cumulative effect, to include cracking and then water penetration, negatively impacting the structural integrity of the building.

In Summary:

LSIA has provided a list of reasons why the SCMagLev should be stopped now before Maryland is leveraged into a position where it has no choice to but to make use of our needed tax dollars to directly or indirectly fund the SCMagLev building, Maintenance, operation, and security. Our tax dollars will be better spent to replace, repair and enhance existing transportation infrastructure. LSIA has pointed out the potential of venting toxic, carcinogens and radioactive gas into our communities. LSIA has noted the serious concerns we have with the low-level exposure to radioactive gas and low-level electromagnetic fields and the cumulative health impact these would have on our residents.

And my concluding question:

Are you willing to expose our children to find out what the health effects will be?

Again, thank you for this opportunity to speak before and provide written testimony to your Committee.

Attachments:

- (1) Report from the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute - Lessons from Asia for the Northeast SCMagLev (two pages).
- (2) Certificate of Corporate Resolution for Daniel Woomer to represent the interests of the Linthicum-Shipley Improvement Association, signed by Kevin Plessner, Esq. (one page).

Lessons from Asia for the Northeast SCMagLev

In China, a bullet train crash in the city of Wenzhou in 2011 killed 40 people. The crash was blamed on poor design and mismanagement. In Taiwan, the bullet train system rang up \$1.5 billion in losses over seven years, requiring a \$1 billion government bailout to date. In South Korea, a high-speed rail line connecting Seoul to Incheon closed in 2018 after just four years of service because 77 percent of seats were unoccupied.

Across the Pacific Ocean, supporters of “SCMagLev” in the United States are gearing up to create an American version of the Asian rail disasters. The Northeast Maglev is a proposed magnetic levitation train that would travel at 311 miles per hour, carrying passengers between Baltimore city and Washington in 15 minutes. The Maglev team hopes to start construction on the ostensibly private project in 2020.

SCMagLev enthusiasts have been pushing the project despite warnings of significant risks, just like the supporters of the bullet train did in Asia. For instance, the South Korean government built the Seoul-Incheon line despite consistent warnings of inadequate demand. The project was politically, rather than commercially, driven: Korean officials wanted to present a futuristic version of Korea to the international community as part of the 2018 PyeongChang Winter Olympics.

SCMagLev supporters in Maryland have similar non-business motives for backing the project. Baltimore has been experiencing a steady population decline over the years, and many supporters believe that connecting the city to economically vibrant D.C. could reverse that trend. This vision has blinded the advocates to serious concerns about the project.

First, though the project purports to be a private effort, high-speed train projects are generally magnets of questionable government subsidies. “We can’t build our infrastructure 100 percent privately,” said Wayne Rogers, the CEO of Northeast Maglev. Building the SCMagLev line from Baltimore to D.C. is estimated to cost between \$12 billion to \$15 billion (Others believe the cost will be far more). So far only \$5 billion in private investment has been secured for the project, so taxpayers will be on the hook to finance the rest of the project, likely taking funds needed for other far more valuable national infrastructure projects.

Second, it’s highly doubtful the SCMagLev will fail to attract sufficient ridership to make it economically viable. According to SCMagLev officials, the service would target the “elite business travelers” and charge higher prices than Amtrak, which already provides regular rail service between the two cities, and in the process of upgrading their infrastructure, equipment and stations to support faster trains on existing right-of-ways. Just as with the Seoul-Incheon line, there are also numerous bus companies that provide affordable trips along the Baltimore-D.C. route.

Finally, building the Northeast Maglev will inevitably disrupt the communities along the line because of noise and electromagnetic fields, destruction of homes and businesses during the

building of the elevated portions of the line, as well as destruction of remaining green space between Baltimore and DC, and the negative environmental impacts of tunneling, not to mention the hurtling trains. As the planned SCMagLev will only make three stops, the affected residents are unlikely to experience any commercial or economic development in their neighborhood. In short, residents along the route will pay the high price and receive little to no benefit from the SCMagLev.

Supporters of SCMagLev dismiss these concerns. They argue that the success of bullet trains in Japan demonstrate that these hurdles can be overcome. That's exactly what officials in China, Taiwan and South Korea thought, only to discover that the situation in Japan is unique. Most of Japan's 128 million inhabitants live in a few densely populated cities. Many of those residents are rich enough to afford expensive train tickets.

Compared to Japan, the situation is the polar opposite in Baltimore, where many of the residents who depend on public transit are low-income workers. If these residents are to commute between Baltimore and D.C., they would need an option that is affordable and easily accessible from their homes. The SCMagLev is neither. MARC provides that reliable and cost-effective transportation system, that last year moved over 8 million passengers into and out of DC.

The Northeast Maglev project should be scrapped before it is too late. There are many transportation priorities that are worthier of attention.

In early 2018, Baltimore's Metro subway line closed for a month. According to the American Public Transportation Association, the closure was due to the Maryland Transit Administration's lack of expertise and poor communication. Meanwhile, the D.C. Metro system is a never-ending series of service disruptions, crumbling infrastructure and safety failures.

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According to SCMagLev's Chair, Wayne Rogers, "Infrastructure is fundamentally a government responsibility, which has failed." He is right. Many governments across the ocean have failed by partnering with private companies to build trains that turned out to be costly, dangerous, and increasingly reliant on government support. We can avoid recreating the same high-speed catastrophe in North America by abandoning the Northeast Maglev now.

The author of the original article is Carol Park, a senior policy analyst in the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute. She can be reached at cpark@mdpolicy.org.

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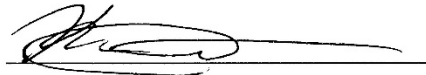
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- (e) Linthicum Shipley Improvement Association has more than 10,000 persons residing or owning property in Linthicum and the organization itself has more than 500 paid household memberships.

NOW, THEREFORE, BE IT RESOLVED, that **Dan Woomeer, Vice President of LSIA**, be and hereby is appointed to speak on behalf of the Corporation at the above-referenced hearing of Senate Bill 0253 in favor of passage of Senate Bill 0253 as currently drafted.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my signature on this thirtieth Day of January 2020.



Secretary, Linthicum Shipley Improvement Association

SB 253_NAN_Oppose

Uploaded by: Blair, Janet

Position: UNF



Greater Baltimore Chapter

601 N.Eutaw Street – Suite 102
Baltimore, Maryland 21201

President: **Janet Blair**

February 5, 2020

The Honorable Guy Guzzone, Chair
Senate Budget & Taxation Committee
MD General Assembly
3 West, Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and Members of the Committee:

As president of the National Action Network's Greater Baltimore Chapter, I am writing to express my organization's strong opposition to **SB0253**.

The National Action Network is one of the leading civil rights organizations in the Nation with dozens of chapters throughout the entire United States. Founded in 1991 by Reverend Al Sharpton, NAN works within the spirit and tradition of Dr. Martin Luther King, Jr. to promote a modern civil rights agenda that includes the fight for one standard of justice, decency and equal opportunities for all people regardless of race, religion, ethnicity, citizenship, criminal record, economic status, gender, gender expression, or sexuality.

Two key goals of our national organization, as well as our local chapter focus on Youth Leadership and Bridging the Digital Divide. We seek to lift up the voices of our young people so that they may lead the fight for the next generations. We strongly believe in the importance of taking the time to listen to the passionate and visionary voices of our youth. At the same time, we work to make sure that young and old alike are adapting to the future ahead and can be competitive members of the workforce.

A once-in-a-lifetime project like this, when connected with organizations like ours, can help our young people build life-long career skills and opportunities. By bringing this kind of advanced technology and marrying it with the right training and education programs, we will lift up thousands of local youth into high-paying, fulfilling careers.

We also recognize that a project like this will benefit businesses and people beyond the Baltimore region. It represents job, business and development opportunities, and community growth for millions along the Northeast Corridor. This project represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit-oriented development. We want to be a part of this future.

SB 253 is an attempt to stop this project, and in effect stop jobs and training programs from becoming available for our young people. This is about the future, we need to look forward rather than continue to stick to the status quo.

Please submit an unfavorable report and help give our children a chance at a brighter future.

Sincerely,

Janet Blair
President

SB 253_Minsters_Oppose

Uploaded by: Carter, Bishop J.L.

Position: UNF



110 Years Empowering "Men and Women of the Gospel to Change Our Direction to Claim Our Destiny" (Deut. 1:6-7)

**Bishop J. L. Carter, MCBV President, pastor@arkchurch.com
c/o Ark Church, 1263 E. North Avenue, Baltimore, Maryland 21202; ministersconferencebaltimore.com**

February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: SB0253 State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: OPPOSE

Dear Chairman Guzzone, Vice Chair Rosapepe, and members of the committee,

On behalf of the Ministers Conference of Baltimore and Vicinity, I write to you today in enthusiastic support of the Baltimore-Washington SCMAGLEV project and ask that you take this letter into consideration when contemplating Senate Bill 253.

A strong transportation system is fundamental to the growth of the region, the Northeast Corridor, and the Nation. This state-of-the-art project will not only decrease regional highway traffic, helping to ease commutes, but a project of this size will also be beneficial to local and regional communities.

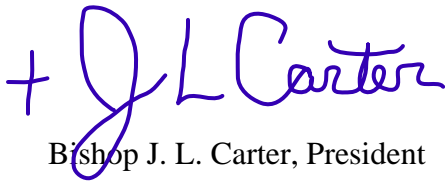
Among the many reasons we support this project:

- The development of the SCMAGLEV will increase job, training and career opportunities in construction, engineering and other related industries.
- The development of the SCMAGLEV will provide vast education opportunities, connecting thousands of students to top tier institutions.
- The development of the SCMAGLEV will introduce a net reduction of stress on the environment by reducing the number of harmful automobile emissions and contaminants that harm the quality of our air and water.

Senate Bill 253 threatens to stand in the way of this truly transformational, clean transportation solution. As the project is in the midst of a federally mandated independent environmental review process, it is myopic to introduce limits to the project before it is fully studied. This bill is a roadblock to potential opportunities for many in the Baltimore and Washington areas, and does nothing but stand in the way of the type of progress I and the Ministers Conference of Baltimore and Vicinity stand for.

We are enthused about supporting Baltimore-Washington Rapid Rail's development of the SCMAGLEV that will provide opportunity for so many and urge you to report unfavorably on this particular bill.

Yours in the Master's Service,

A handwritten signature in blue ink that reads "J L Carter". The signature is written in a cursive, flowing style. To the left of the first letter "J" is a small plus sign "+".

Bishop J. L. Carter, President

Ministers Conference of Baltimore and Vicinity

GBC_UNF_SB253

Uploaded by: Fry, Donald

Position: UNF



POSITION STATEMENT

TESTIMONY PRESENTED TO THE SENATE BUDGET AND TAXATION COMMITTEE

SENATE BILL 253 – STATE FINANCE AND PROCUREMENT – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

February 5, 2019

DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE

POSITION: Oppose

Senate Bill 253 would prohibit the State or any local jurisdiction from spending any public money on a magnetic levitation (Maglev) transportation system in the State. In addition, the bill also prevents a proposal for a Maglev system from including the use of Amtrak or CSX transportation right-of-way and precludes a public or private entity that receives money from the State from approving or permitting a Maglev system.

Senate Bill 253 is an attempt to make it more difficult or even impossible to achieve the goal of high-speed rail in the Northeast Corridor, particularly between Baltimore and Washington. Rather than taking steps to impede progress, the State should be removing barriers to progress. The GBC endorses the efforts of Baltimore Washington Rapid Rail (BWRR) to help resolve the long-recognized need for high speed in this corridor.

The Northeast Corridor encompasses a population of over 50 million people. Delays on our highways have tripled in the last 30 years. The Baltimore-Washington region now features 52 percent of the worst highway bottlenecks in the country and auto travel is expected to increase by 22 percent by 2040. The Baltimore Washington SCMAGLEV (superconducting magnetic levitation) project would connect two urban centers thereby reducing congestion and expanding opportunities for business growth.

Meanwhile, our railways are operating on more than 100-year-old infrastructure with alignments not suitable for high-speed travel. Freight and passenger rail share the same tracks. Approximately 75 percent of all weekday commuter rail ridership in the U.S. is on the Northeast Corridor. Rather than taking incremental steps to patch the existing system, it is time for an integrated bold approach to help solve our nation's transportation problems.

Maryland must encourage transportation and infrastructure like the Baltimore-Washington SCMAGLEV to usher the Northeast Corridor into the future and bring the region to the forefront of technology and transportation in the United States.

For the reasons stated above, the Greater Baltimore Committee urges an unfavorable report on Senate Bill 253.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 64-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

MDChamber_Griffin_Unfav_SB 253

Uploaded by: Griffin, Andrew

Position: UNF



LEGISLATIVE POSITION:

Unfavorable

Senate Bill 253

State Finance and Procurement-Prohibited Appropriations--

Magnetic Levitation Transportation System

Senate Budget & Taxation Committee

Wednesday, February 5, 2020

Dear Chairman Guzzone and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce is the leading voice for business in Maryland. We are a statewide coalition of more than 4,500 members and federated partners, and we work to develop and promote strong public policy that ensures sustained economic growth for Maryland businesses, employees and families.

Senate Bill 253 would create significant barriers for public and private investment in the construction of a magnetic levitation (maglev) transportation system connecting Washington, D.C., and Baltimore. The legislation would render any maglev project impossible to construct.

The Chamber believes that improved state transportation networks boost economic opportunity, and we work to advance short- and long-term solutions to statewide transit needs. A privately owned maglev line would create jobs, generate new economic activity and transform Maryland into a leader in 21st-century transportation solutions.

Also, increased transit options would dramatically reduce commute times, thereby increasing productivity and unleashing new opportunities for businesses statewide. Enhanced options for Maryland commuters would also lessen the state's carbon footprint by reducing use of state highways.

For these reasons, the Chamber respectfully requests an **unfavorable report** on SB 253.

SB 253_BuildingTrades_Oppose

Uploaded by: Guido, Jeff

Position: UNF



Maryland Senate – Budget and Tax Committee

Chair: Guy Guzzone
Vice Chair: Jim Rosapepe

**Senate Bill 0253 - State Finance and Procurement - Prohibited Appropriations -
Magnetic Levitation Transportation System**

SB0253 POSITION: OPPOSE

Electrical Workers

Insulators

Boilermakers

United Association

Roofers

Cement Masons

Teamsters

Laborers

Bricklayers

Ironworkers

Sheet Metal Workers

Elevator Constructors

Painters

Operating Engineers

Carpenters

The Baltimore DC Metro Building Council opposes Senate Bill 253. The Building Trades Council represents 24 Local Union affiliates with over 25,000 skilled craft professionals in the building and construction industry in the greater Baltimore/Washington, DC/Northern Virginia region.

SB0253 would

- Prohibit any state appropriations for a Maglev system
- Prohibit any public or private company that receives money from the state from authorizing a permit or any other form of approval for Maglev in the state
- Prohibit any proposal for a Maglev system from using any rights-of-way owned or operated by CSX or AMTRAK

When it comes down to it, this legislation is a preemptive action to a problem that doesn't exist

SB0253 is an attempt to block, not only a potential source of thousands of transportation construction jobs, but a potential source of opportunity and public good for so many.

As advocates for organized labor, we know first-hand what a project like this can mean for so many that need a chance for opportunity. Only a few projects of this magnitude ever come around in a lifetime, support for this bill would be tantamount to throwing away opportunity for growth and economic development - to throwing away a potential future for so many. As the largest privately funded apprenticeship program in MD and with emphasis on growing apprenticeships and youth apprenticeships throughout the State being supported by the Maryland Legislature it is important not to cripple the MAGLEV project but allow it to take its normal course to fruition.

We ask that you not stand in the way of public good and opportunity and submit an unfavorable report.

Sincerely,

Jeffry Guido – Director

(E) jguido@bdcbt.org (O) 301- 909-1071 (C) 240-687-5195

Value on Display... Everyday.



SB 253_PGChamber_Oppose

Uploaded by: Harrington, David

Position: UNF



February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and Members of the Committee:

I am writing to outline our strong opposition to **Senate Bill 253**.

As one of the largest Chambers in Maryland and in the Washington Metropolitan region, we have earned a well-deserved reputation as a voice for growth in Prince George's County. Through our aggressive pursuit of a healthy economic climate for business and an improved quality of life for County residents, our mission is to advance the interests of business and help create wealth for a vibrant Prince George's County. This proposed legislation serves to stand against our core goals, and against our mission.

This bill aims to establish unnecessary hurdles for the sole purpose of stopping the SCMAGLEV project. The fact is that Baltimore Washington Rapid Rail is not operating in a vacuum. The company has been working hand-in-hand with over thirty Federal, State, and Local agencies in the year's long Environmental Impact Statement (EIS) process being led by the Federal Railroad Administration. The EIS is a Federal process designed for the very purposes outlined in this legislation. Advancing this bill would be duplicative at best, but more likely fatal to the single project it is designed to stop.

Not only does construction of the SCMAGLEV represent 74,000 Maryland jobs related to construction operations, it represents over 1,500 permanent jobs as well as thousands more in local supporting industries, businesses, and contract opportunities. We recognize that a project of this nature represents more than just our County. It represents job opportunities, business

4640 Forbes Boulevard, Suite 130 | Lanham, Maryland 20706
office: 301-731-5000 | www.pgcoc.org



opportunities and community growth and development opportunities for millions along the Northeast Corridor. It represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit oriented development. We believe that Prince George's County should be a part of this future.

This bill is an attempt to needlessly block a potential for growth and opportunity for our region and beyond, and we ask that you submit an unfavorable report. We recommend that the Maryland Legislature let the normal regulatory and legal processes in place work unimpeded, and not set a precedent by using legislation on behalf of a few to unfairly limit a potential good for many.

Sincerely,

A handwritten signature in black ink that reads 'David C. Harrington'. The signature is written in a cursive, flowing style.

David C. Harrington
President and Chief Executive Officer

SB 253_BCCC_Oppose

Uploaded by: Howard, Brent

Position: UNF



102 W. Pennsylvania Ave., Suite 101
Towson, MD 21204
410-825-6200
www.baltcountychamber.com

February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and members of the committee,

I am writing to express the Baltimore County Chamber of Commerce's strong opposition to **SB 253**.

As a long-standing community partner, the Baltimore County Chamber of Commerce ensures that the county maintains a healthy business climate, a well-trained and educated workforce, quality schools and safe neighborhoods - not just for the interest of business, but for the future of our community. This bill stands in the way of the type of progress we stand for.

Put simply, this bill aims to establish unnecessary hurdles for the sole purpose of stopping the SCMAGLEV project. That would be bad for business in Baltimore County, and for the State of Maryland as a whole.

There are huge concerns with our area's current transportation system. Our infrastructure is outdated and crumbling. Congestion throughout the Northeast Corridor, the nation's densest area and most economically productive, is only getting worse. We know it will take thoughtful solutions to relieve traffic and deliver meaningful progress for our region.

Baltimore-Washington Rapid Rail is not operating in isolation to deliver the SCMAGLEV, a project we believe can be a game-changer for our region. The company has been working with more than 30 Federal, State, and Local agencies, in support of the Environmental Impact

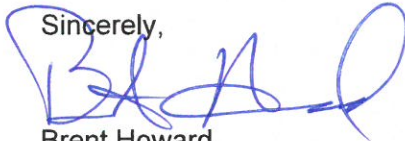
Statement (EIS) process that is being led by the Federal Railroad Administration (FRA) and the Maryland Department of Transportation-Maryland Transit Administration (MDOT-MTA). The EIS is being prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), which was established to address the same kinds of concerns that seem to have inspired this legislation.

As important as Baltimore County is to us, we recognize that a project like this represents progress for more than just our county. It represents job opportunities, business opportunities, and community growth and development opportunities for millions along the Northeast Corridor. It represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit oriented development. We want to be a part of this future.

SB 253 is an attempt to block, not only a potential source of thousands of transportation construction jobs, but a potential source of opportunity and public good for so many.

We ask that you not stand in the way of public good and opportunity and submit an unfavorable report.

Sincerely,



Brent Howard,
President and Chief Executive Officer
Baltimore County Chamber of Commerce
102 West Pennsylvania Avenue, Suite 101
Towson, MD 21204

SB 253_Patriots_Oppose

Uploaded by: Jones, Thurman

Position: UNF



Patriots Technology Training Center
5800 Martin Luther King Jr. Highway
Seat Pleasant, MD 20743

February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation
Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and Members of the Committee:

As President of the Patriots Technology Training Center, I am writing to express our organization's strong opposition to **SB 253**.

For 22 years Patriots' mission has been "empowering students through technology". Our goal is to increase the number of 5th to 12th grade students entering into science, technology, engineering, and mathematics (STEM), ultimately leading to a college education and career paths in these fields. Our various programs, camps, seminars, and activities serve to introduce youth to tomorrow's careers.

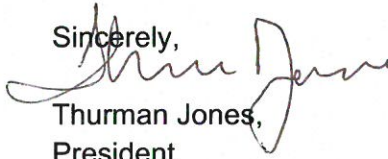
The Northeast Maglev project represents the pinnacle of opportunity for today's youth. The influx of high tech construction and operations jobs, with stations located in Baltimore, DC, and at BWI, will provide tremendous opportunity for our youth - opportunity to be part of the most advanced transportation system in the world. Once the project is complete, ultimately connecting major metropolitan areas of the Northeast Corridor, today's youth will continue to benefit with easy access to opportunities along the entire route.

We also recognize that a project like this will benefit businesses and people beyond the Baltimore/Washington region. It represents job, business and development opportunities, and community growth for millions along the Northeast Corridor. This project represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit-oriented development. For the youth we serve, we want to be a part of this future.

SB 253 is a clear attempt to stop this project, and in effect stifle opportunity for today's youth and for future generations. Opportunity for careers, economic development, access, and a cleaner environment.

Please submit an unfavorable report on this nearsighted bill.

Sincerely,

A handwritten signature in black ink, appearing to read "Thurman Jones", written over the word "Sincerely,".

Thurman Jones,
President

SB 253 Maglev

Uploaded by: McCulloch, Champe

Position: UNF



SB 253
State Finance and Procurement – Prohibited Appropriations – Magnetic Levitation Transportation System
Budget and Taxation and Education, Health, and Environmental Affairs Committees
Position: Oppose

Maryland AGC, the Maryland Chapter of the Associated General Contractors of America, provides professional education, business development, and advocacy for commercial construction companies and vendors, regardless of labor policy. AGC of America is the nation’s largest and oldest trade association for the construction industry. AGC of America represents more than 26,000 firms, including over 6,500 of America’s leading general contractors, and over 9,000 specialty-contracting firms through a nationwide network of chapters. Maryland AGC members include many contractors who construct transportation systems. Maryland AGC opposes SB 253 and respectfully requests the bill be given an unfavorable report.

SB 253 effectively prohibits the construction of a Maglev system anywhere in Maryland. The bill does so regardless of the benefits from its construction, including potentially thousands of construction jobs, and the tax revenues Maryland would realize from income and sales taxes. It does so regardless of the benefits of reduced vehicle traffic and associated accidents and exhaust emissions, and reduced or, practically speaking, eliminated rail accidents. It does so regardless of the benefits to both the Baltimore and Washington DC Metropolitan areas of speedy commuting. It does so without any consideration of alternative financing mechanisms, such as a public-private partnership. Indeed, SB 253 does so without any regard for or consideration of the merits of Maglev or the potential for solutions to issues that opponents may have regarding Maglev.

The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) are preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of constructing and operating a Maglev system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Airport. SB 253 would ban Maglev regardless of the conclusions of the EIS, including potentially positive impacts in reducing global warming.

Decisions about appropriate transportation modalities should be made based on the expert advice of transportation planners and Federal, State, and county transportation professionals. Public policy considerations are always appropriate, but should be based on a complete understanding of all of the relevant factors, pro and con, not a priori conclusions. Essentially SB 253 takes the position “my mind is made up; don’t confuse me with the facts.”

Accordingly, Maryland AGC opposes SB 253 and respectfully requests the bill be given an unfavorable report.

Champe C. McCulloch
President
McCulloch Government Relations, Inc.
Lobbyist for Maryland AGC

SB 253_NCBC_Oppose

Uploaded by: McNeill, Jr., Rev. Charles

Position: UNF



February 5, 2020

The Honorable Guy Guzzone, Chair
Senate Budget & Taxation Committee
MD General Assembly
3 West, Miller Senate Office Building
Annapolis, MD 21401

OPPOSE

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

Dear Chairman Guzzone, Vice Chair Rosapepe, and Members of the Committee:

I am Reverend Charles McNeill, pastor of Unity Baptist Church in our nation's capital. Not only do I pastor residents of the DC region, but I am a homeowner in Prince George's County.

I also have the distinction of serving as president of the National Capital Baptist Convention, which includes member churches in Maryland's Charles, Montgomery and Prince George's counties as well as the District of Columbia and Northern Virginia.

I sit before you today in **opposition** to Senate Bill 253.

If approved by the Maryland General Assembly, the proposal would be harmful to the fate of the SCMAGLEV project before it is even fully studied. By preemptively fettering the project, SB253 does not speak to the need in African American communities for employment and empowerment.

I also sit before you today in support of truly revolutionary high speed transportation service connecting the Baltimore Washington Corridor initially and eventually the Northeast Corridor.

This service will not only be revolutionary by bringing the world's fastest train to our area. It will also be revolutionary by connecting some of our nation's largest and most significant metropolitan centers with world class, cutting edge transportation technology—reducing the time between them and, in effect, shrinking geography. It will also offer unparalleled benefits to the citizens of our region by filling the Baltimore Washington Corridor with new employment opportunities.

On this last point, we need good paying jobs with easy access. The SCMAGLEV project will generate large numbers of both permanent jobs and long term construction-related careers. Ranging from high-skilled STEM careers to administrative and maintenance functions, as well as ancillary service and support businesses and contracting opportunities, this project will help lead to a brighter future for many diverse Marylanders.

I am committed to work with Northeast Maglev to make sure individuals from my region take advantage of the available opportunities. That is why my organization supports the project.

At NCBC, our churches are not only places of worship, but stewards of our community's welfare. The economic opportunities this project will provide are momentous, and our relationship with Northeast Maglev will benefit communities served by our member churches.

Proposals like SB253 introduce risk for the SCMAGLEV project, and the loss of the project would be a great disadvantage for many Prince Georgians and residents of other DMV communities.

So, please do not limit our access or impose roadblocks to our opportunity. Whether we will ride the train, build the infrastructure, operate the service, own businesses that contract with the developer, or have children who are inspired to enter STEM careers, this is an idea whose time has come—and we need to be involved.

For this reason, on behalf of the entire National Capital Baptist Convention, I ask that you submit an unfavorable committee report. It is in the best interest of our communities, and I believe, the entire state of Maryland.

Thank you for your consideration.

Reverend Charles W. McNeill, Jr.
National Capital Baptist Convention

SB 253_BWRR_Oppose

Uploaded by: Rogers, Wayne

Position: UNF

February 5, 2020

SB253

**TESTIMONY OF WAYNE L. ROGERS
BALTIMORE WASHINGTON RAPID RAIL
IN OPPOSITION TO SB253**

State Financing and Procurement — Prohibited Appropriations — Magnetic Levitation Transportation System

Chair Guzzone, Vice Chair Rosapepe and Members of the Committee:

I am the Chairman/CEO of Baltimore Washington Rapid Rail, LLC and appear today to convey our strong opposition to SB0253.

BWRR is a railroad franchised by the Maryland Public Service Commission to construct and operate a 311 mph Super-Conducting Magnetic Levitation train between Washington and Baltimore. When constructed the train will take passengers between Baltimore and Washington in 15 minutes. Passengers landing at BWI would be able to reach downtown Baltimore in 5 minutes and downtown DC in 8 minutes. In granting the railroad franchise, after notice and public hearing, the Maryland PSC found that ***“the construction and operation of the SCMAGLEV between Baltimore and Washington, DC will result in substantial economic and social benefits to Baltimore and the State of Maryland and will be consistent with the State’s environmental laws and policies to reduce harmful emissions for cleaner air and address the causes of climate change and that awarding a franchise to facilitate in development of the SCMAGLEV was in the public convenience and necessity.”***

The SCMAGLEV project will bring significant benefits to the State of Maryland, including those transiting central Maryland where 70% of Maryland residents live, creating over 74,000 Maryland jobs (205,000 nationally), a \$6.7 billion GDP increase in Maryland from construction (over \$275 million annually from operations), reducing greenhouse gases by 2,000,000 tons, improving BWI Airport and transforming the lives of tens of millions of people. It is the equivalent in terms of passenger transport to building an eight-lane highway and divert 16 million people a year from the overcrowded highways to public transit. 75% underground, the proposed project has very low negative environmental effect and huge environmental and economic benefits.

The project is currently undergoing environmental and permitting review by over 30 federal, state and local agencies. There have been hundreds of public meetings, briefings and hearings in the last 6 years. The process of the environmental impact statement is over 4 years in duration, which we currently are mid-way through. These interactions have worked to successfully minimize, avoid or eliminate potential negative impacts. The collaboration is continuing.

SB253 would:

- ***Prohibit any state appropriations for a Maglev system***
- ***Prohibit any public or private company that receives money from state from authorizing a permit or any other form of approval for Maglev in the state***
- ***Prohibit any proposal for a Maglev system from using any rights-of-way owned or operated by CSX or the National Railroad Passenger Corporations (AMTRAK)***

As the Department of Legislative services noted in their Fiscal and Policy Note, the bill would establish: “...***restrictions that make the proposed SCMAGLEV Project difficult or impossible to implement...***”

This bill would overturn years of work by federal, state and local agencies and over \$100 million of investment by the private sector, all before final decisions on construction are made.

State Appropriations:

By prohibiting state appropriations for any Maglev system, this bill attempts to nullify federal, state and local laws for the purpose of stopping a project that would greatly benefit the state and the region.

This bill exists solely as an assault on a single project that is currently going through the environmental review process and overturn findings already made by state agencies. Its goal is to circumvent existing law to stop a project that some individuals do not like, to the detriment of Maryland as a whole.

Public and Private Entities Permitting & Approval:

This bill would prevent authorizing of permits, even if the project complies with all legal requirements, including putting restrictions on the private sector conduct. This is bad law and a bad precedent for the legislature.

CSX & AMTRAK Rights-of-Way:

The legislation reaches into federal and private organizations by prohibiting any proposal for a Maglev system from using any rights-of-way owned or operated by CSX or AMTRAK. While we have no plans to utilize their rights of way, that use should be decided by CSX or AMTRAK, in accordance with current law.

This project would propel our region to the forefront of technology and transportation, provide a significant solution to growing gridlock and help Maryland maintain its growth and development.

It is extremely important that we let the normal regulatory and legal processes in place work and do not set a precedent of upsetting current laws, not to address a problem, but to single out a project for unfavorable treatment.

For these reasons Baltimore-Washington Rapid Rail **strongly opposes SB0253** and urges the committee to submit an **unfavorable report**. Thank you for the opportunity to appear.

SB 253_NAACP_Oppose

Uploaded by: Ross, Robert

Position: UNF



February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and members of the committee,

As the NAACP Maryland State Conference Maglev Project Liaison, I am writing to you to express our strong opposition to **SB 253**.

Composed of 24 county branches, the NAACP Maryland State Conference represents the nation's most significant civil rights organization in the State of Maryland by serving as the primary voice of equity and justice in Annapolis. We proudly support the Baltimore-Washington SCMAGLEV project and have partnered with its developer, Baltimore-Washington Rapid Rail, because we believe it could have a game-changing impact on Maryland families.

We are working with Baltimore-Washington Rapid Rail to ensure this project will create 74,000 construction-related jobs, 1,500 permanent jobs, and above all opportunity for many in Maryland including in our most diverse communities.

SB 253 will eliminate any chance we have at achieving that goal.

While many projects have claimed to offer high-speed solutions for congestion in our region, SCMAGLEV is a demonstrated and safe technology that has been in development for more than 50 years. Tried and tested, the SCMAGLEV has already run more than 1.7 million miles and carried safely over 287,000 passengers in Japan. When fully deployed between Washington, D.C. and Baltimore the train will move millions of passengers, connecting the region like no other currently available technology.

The SCMAGLEV will also help ease traffic in our region, where we already deal with 52% of the worst highway bottlenecks in the country. Auto travel is expected to increase by 22% by 2040 and we are reaching a breaking point, not just in Maryland but throughout the Northeast Corridor.

Baltimore-Washington Rapid Rail is working with more than 30 Federal, State, and Local agencies, in support of the Environmental Impact Statement (EIS) process that is being led by the Federal Railroad Administration (FRA) and the Maryland Department of Transportation-Maryland Transit Administration (MDOT-MTA). The EIS is being prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), and will evaluate many of the concerns opponents of the project have expressed.

This SCMAGLEV will provide an incredible opportunity for Maryland families, and we are excited to work with Baltimore-Washington Rapid Rail and Northeast Maglev to make it happen. Maryland has an incredible opportunity to be the place where this technology starts in the United States.

SB 253 is a misguided attempt to block that from even having a chance of happening, along with the thousands of jobs that could come with it.

Do not stand in the way of the great opportunity the SCMAGLEV represents for the State of Maryland.

Sincerely,

Robert E. Ross, President
Prince George's County Branch NAACP &
MSC NAACP Maglev Project Liaison

SB 253_MTBMA_Oppose

Uploaded by: Sakata, Michael

Position: UNF



MTBMA

MARYLAND TRANSPORTATION BUILDERS
AND MATERIALS ASSOCIATION

February 5, 2020

The Honorable Guy Guzzone, Chair
Senate Budget & Taxation Committee
MD General Assembly
3 West, Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and Members of the Committee:

As the voice of the transportation construction and materials industries in Maryland, we advocate for Maryland's transportation needs, foster positive partnerships with government agencies and officials, consulting engineers, and other industry groups, promote safety in our industry, including a safe environment for our workforce and the traveling public, support sound environmental practices, and maintain high quality standards for our products and projects.

The SCMaglev project is the type of transportation project that not only represents jobs for our workers, but represents forward thinking, a cleaner environment, and transformational opportunities for millions along the Northeast Corridor.

I am writing to outline our strong opposition to **SB0253**.

This legislation is a solution in search of a problem. It is an attempt to block, not only a potential source of thousands of transportation construction jobs, but a potential source of opportunity and public good for so many.

Baltimore Washington Rapid Rail has been working hand-in-hand with over thirty Federal, State, and Local agencies in the years long process being led by the Federal Railroad Administration.

To layer over this established processes with a prohibition for "any public or private company that receives money from state from authorizing a permit or any other form of approval for Maglev in the state" would be tantamount to stopping the SCMAGLEV project and put in question the legal framework upon which all large scale infrastructure projects rely.

We ask that you not stand in the way of public good and opportunity and submit an unfavorable report.

Sincerely,

Michael A Sakata

Michael Sakata

Executive Director

Maryland Transportation Builders & Materials Association