

# **B-Maglev HB359y.pdf**

Uploaded by: Barbara Sollner-Webb

Position: FAV

## **In support of HB326 – Prohibited Appropriations – Magnetic Levitation Transportation System**

Dear Committee Members:

As President of the over-4000-member West Laurel Civic Association, we are submitting comments in support of HB326, to ban state appropriations from being used for a Maglev project.

As you have heard in testimony provided by the Patuxent River Commission and vast numbers of other organizations on the proposed Baltimore to Washington Superconducting Maglev project, it would have numerous very negative environmental impacts along its 40-mile route and within the surrounding area, both temporary during construction and permanent that cannot be mitigated, including irreversible destruction of critical habitat, and would have substantial negative impacts on wildlife, public welfare, human health, and human recreational resources, as well as extensive negative impacts on Maryland communities, particularly low-income communities and communities of color. Yet its cost would make it useful only to the economically top-most tier, out of affordability for the average commuter.

The project developers have publicly claimed that they would never ask for state funding to help support their Maglev. This bill is simply holding them to this claim.

Please support HB326, to prevent Maryland taxpayers from being forced to financially underwrite this terrible destructing project, should it go through.

Thank you for considering this matter!

sincerely yours,

Barbara Sollner-Webb

((17200 Melbourne Dr, Laurel MD; [bsw@jhmi.edu](mailto:bsw@jhmi.edu): President of the West Laurel Civic Association)

**HB326\_IndivisibleHoCoMD\_FAV\_BrianWessner.pdf**

Uploaded by: Brian Wessner

Position: FAV



## **HB326 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System**

**Testimony before**

**Environment and Transportation Committee**

**February 17, 2022**

**Position: Favorable**

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Brian Wessner, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in **support of HB0326**, which seeks to prohibit the State from providing appropriation for a magnetic levitation (maglev) transportation system in the State, except for specific salaries appropriated by the State. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Delegate Williams in moving this bill.

The maglev project is a bad idea for Maryland because:

**LIMITED SERVICE** - The system will provide limited service between Baltimore and Washington, with only 1 intermediate station at BWI Thurgood Marshall Airport – service isolated to very targeted and affluent areas.

**PROHIBITIVE FARE STRUCTURE** - Round trip fare would be approximately \$120, compared to \$30 for existing Amtrak and \$18 for MARC round trip service. Commuting via the maglev would cost an individual over \$28,000 annually. Non-business travelers, traveling with their families to visit Baltimore or Washington, would consider maglev fares an unacceptable burden.

**UNREALISTIC TRAVEL TIMES** - Although advertised top speed is over 300mph, and Baltimore to Washington time of 15 minutes, locations of proposed stations would require additional travel to final destinations, with door to door transit times similar to existing travel options, at 4-7 times the ticket cost of other alternatives.

**FINANCIAL VIABILITY** – Maglev projects are notorious for significant cost overruns over their initial estimated costs. The Maryland project is currently estimated at \$15B, but considering cost overruns of comparable projects, will realistically increase to between \$17.6B and \$26.5B. To date, no private investors have stepped forward to provide funding for the project. A 2005 report by the Federal Railroad Administration (FRA) found that any high speed rail line shorter than 100 miles cannot compete with car travel. The proposed maglev line is approximately 40 miles.

**RIDERSHIP FORECASTS** – Ridership forecasts form the foundation for much of the maglev justification, and while no official ridership forecasts have been made public, an informal number of 20.6 million one-way trips in 2045 is being circulated. Since only 2% of the served population is affluent enough to use the maglev, 2045 ridership is realistically closer to 321,000 trips – a

drastically lower ridership to cover operating costs and recover any of the capital costs of building the service.,

**ENVIRONMENTAL JUSTICE IMPACTS** – Environmental Justice is at the fore of much legislation before the General Assembly this session and transportation is no exception. The FRA Environmental Impact Study states that 85% of the planned routes pass through Environmental Justice areas, impacting 185,000 residents. Many of these communities will be permanently fractured and displaced by the viaducts and tunnels being constructed through their communities. Yet all of this will serve 2% of the affluent in the Baltimore and Washington areas.

**HEALTH IMPACTS** - Maglev systems are not quiet. FRA determined that a person standing 30m from a maglev passing at 400kph is subjected to 100dBA (approaching that of a rock concert), a noise level NIOSH states with cause hearing damage if a person is exposed more than 15 minutes daily. The maglev would travel at 500kph, increasing the danger of hearing impacts since the noise level increases exponentially as speed increases.

Thank you for your consideration of this important legislation.

**We respectfully urge a favorable report.**

Brian Wessner  
Columbia, MD 21044

# **HB0326- State Finance - Prohibited Appropriations**

Uploaded by: Catherine Plaisant

Position: FAV

## Environment and Transportation Committee of the House

**Testimony on:** HB0326: State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System

**Submitting:** Catherine Plaisant

**Position:** Favorable

**Hearing Date:** 2.17.2022

To the Honorable Chair Barve and all members of the Environment and Transportation Committee:

I support [HB0326](#) because magnetic levitation transportation is a long-rejected impractical technology which – compared to traditional high-speed trains - has no environmental benefits, and lack the flexibility needed in order to improve the connectivity of the transportation network.

My specific comments are inevitably connected to the recently proposed MAGLEV project, as an example of the best that transportation engineers could do with a magnetic levitation transportation system.

### 1) Connectivity

**Magnetic levitation transportation systems are a bad choice because they are so inflexible - by design.** Lines cannot be shared with a regular train system, even for a few minutes to connect to existing stations. Their design is so rigid that they cannot use our available abandoned industrial land for train yards (and instead they will destroy the only pristine land left in the area). **Good trains enhance the connectivity of networks, a magnetic levitation transportation system would not.**

### 2) Emissions / Energy use

The Federal Railroad Administration found that operating the Proposed Baltimore-Washington Maglev would **increase greenhouse gas emissions**. Compared to the traditional trains (including the standard high-speed trains in used today in the rest of the world) a **magnetic levitation system is an energy hog**. In addition, the destruction of wild land, reduced carbon sequestration, destruction of streams, pollution of ground water from tunnels, noise pollution, etc. will more than counterbalance the benefit of taking a relatively small number of additional cars removed the road.

### 3) Safety

**The safety record of Maglev technology is non-existent**, despite being an old technology. The MAGLEV project is like a Boeing 737 MAX, ready for a fiasco. In addition, we have quickly forgotten that terrorism LOVES such high-profile vulnerabilities.

4) Jobs

Just like the vast majority of the comments I have heard in favor of MAGLEV are **generic to any** expensive transportation project. **“Life changing” jobs can be created with more practical and equitable technologies.**

5) Ridership estimates:

See attached report.

The number of people driving every day from downtown DC to Downtown Baltimore is actually very small. Their impact on the overall daily peak-hour congestion on our highways is quite limited. **The estimated ridership of the MAGLEV project is extrapolated from a very small number of actual recorded origin-destination trips and therefore highly uncertain.**

On the other hand, any magnetic transportation system between DC and Baltimore WILL, with absolute certainty:

- Reduce of quality of life for a large number of Marylanders
- Annihilate critical forests and wetlands
- Bulldoze over public lands which should be protected
- Divert funding for the public transportation we use and need to get to work.
- Worsen environmental justice if built between DC and Baltimore.

**The impact on new lines on our natural environment is clear: a very bad, for sure, forever:**

I know the Greenbelt Preserve, BARC, the Patuxent wildlife refuge. I have seen the minks, the BROOK lampreys, the rare plants directly threatened by this project. They are the only remaining large, connected forests we have in the region. All train yard options of the MAGLEV project are deliberately placed smack in the middle of it. It is an absurd design with complete disrespect for our environment and the health and future of MD citizens.

Refuse to pay for Magnetic Levitation Transportation Systems, **instead** I hope the general assembly will focus on improving and **improve existing infrastructures to improve their capacity.**

**What we need is advanced signal timing, improved agency coordination, faster incident response, reliable predictions, etc.**

To close, I will relate an example of my experience with MD public transportation:

Working at the University of Maryland when I take the close-by MARC train in College Park, an old diesel train arrives, a conductor opens one door and comes down with a stool for passengers to use. This is slow, polluting, 19th century transportation. Marc is supposed to be improved, but instead we can traumatically revamp the MARC trains and lines, improve capacity, add direct service, and attract many new commuters.



Please reject Magnetic Levitation Transportation Systems, like others have done repeatedly over the world, for good reasons.

Thank you

Catherine Plaisant  
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**HB0326\_MAGLEV\_MLC\_FWA.pdf**

Uploaded by: Cecilia Plante

Position: FAV



## TESTIMONY FOR HB0326

### State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System

**Bill Sponsor:** Delegate Williams

**Committee:** Environment and Transportation

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** FAVORABLE WITH AMENDMENTS

I am submitting this testimony in favor of HB0326 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

The MAGLEV project is a very divisive project in our state. It was conceived in much the same way that we have conceived most of our transportation projects in the past decade – with the thought of how the wealthy will benefit and with no thought about the low- to mid- income people who would suffer.

The MAGLEV would tear through already overburdened communities in Prince George’s County and have no real benefit for them. No stops anywhere in the county. This just can’t continue to happen.

This bill prohibits the use of state funds for the MAGLEV. We could not agree more that, in its current form, there should be no money available for it. However, we do not believe in precluding the state from ever having a MAGLEV, so we propose an amendment that if a future MAGLEV project was conceived following proper environmental guidance and environmental justice guidance, the project should be able to move forward with state funding.

We support this bill and recommend a **FAVORABLE WITH AMENDMENTS** report in committee.

## **HB326\_FAV\_Jordan**

Uploaded by: Emmett Jordan

Position: FAV

# CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD 20770



February 15, 2022

Honorable Kumar P. Barve, Chair  
Maryland House Environment & Transportation Committee  
House Office Building, Room 251  
Annapolis, MD 21401

**CITY COUNCIL**  
Emmett V. Jordan, Mayor  
Kristen L.K. Weaver, Mayor Pro Tem  
Colin A. Byrd  
Judith F. Davis  
B. Ric Gordon  
Silke I. Pope  
Rodney M. Roberts

## Re: House Bill 326

Dear Chair Barve:

On behalf of the citizens of Greenbelt, we urge you to **support House Bill 326** which would prohibit the State from using any appropriation for a magnetic levitation transportation system in the State; providing that the prohibition does not apply to certain expenditures for salaries; and generally relating to State appropriations for magnetic levitation transportation systems.

Any State resources that could go to the proposed Maglev project would be far better spent on sustaining and improving existing rail and local transit services. High speed Amtrak service, the MTA, MARC trains, and WMATA provide far greater benefit to Marylanders in terms of access and affordability. Substantial public investments to sustain and improve these services will be required in the coming years. Funding for these services, funding for bicycle and pedestrian connections, and ways to move commuters to our transit hubs are the best place to put taxpayer resources.

A magnetic levitation transportation system will not benefit any of the communities and neighborhoods along the proposed routes in Maryland, and it is not clear that this project will actually reduce traffic congestion. The Maglev would also destroy sensitive environmental resources and habitats; impact rare, threatened and endangered species; and eliminate vast swaths of tree canopy that are treasured by Marylanders. The project could impact nearly 89 acres of wetlands and up to 30 acres of Maryland Nontidal Wetlands of Special State Concern (NTWSSC). These wetlands have exceptional ecological or educational value of Statewide significance. The impacts to the NTWSSC located in the Greenbelt Forest Preserve along Goddard Branch are of particular concern to Greenbelt. There is also concern about the impact on our region's business community and important scientific and research activities at the Beltsville Agricultural Research Center, NASA Goddard Space Flight Center, and the Patuxent Wildlife Research Center.

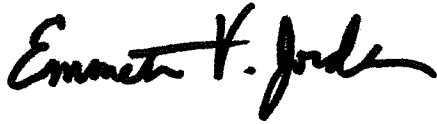
**A NATIONAL HISTORIC LANDMARK**

PHONE: (301) 474-8000 [www.greenbeltmd.gov](http://www.greenbeltmd.gov)

State resources that could potentially be allocated to the Maglev project in the future would be better spent on improving existing rail and local transit services. Maryland taxpayer resources should not be appropriated for a Maglev System that undermines the natural resources so many Marylanders are fighting to preserve.

On behalf of the City of Greenbelt, we urge you to support HB 326.

Sincerely,

A handwritten signature in black ink that reads "Emmett V. Jordan". The signature is written in a cursive style with a large, prominent initial "E".

Emmett V. Jordan, Mayor  
City of Greenbelt

cc: City Council  
22<sup>nd</sup> District Delegation

# **HB326\_CleanWaterAction\_support.pdf**

Uploaded by: Jennifer Kunze

Position: FAV

**HB326 - State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System**

House Environment and Transportation Committee

Thursday, February 17, 2022

**Position: Favorable**

Dear Chair Barve and Members of the Committee,

Clean Water Action urges you to support HB326 in order to prevent state funds from being spent on magnetic levitation trains. We are concerned by the environmental costs of the proposed Baltimore-Washington SGMAGLEV proposal, and we view HB326 as a common-sense measure to safeguard Maryland taxpayers' money and preserve it for public transit with more benefits for the environment and the public.

Our concerns about the Baltimore-Washington SCMAGLEV proposal, based on its Draft Environmental Impact Statement (DEIS), include:

**Harm to Public Transit.**

The DEIS projects that about 30% of annual MARC riders on the Penn and Camden lines and over 90% of the Amtrak riders between Penn and Union Station would be diverted to MAGLEV if it were built. The DEIS says that

*"While no plans to respond to these diversions have yet been developed, these significant forecasted trip diversions would likely require a lowering of MARC service levels to account for a decline in forecasted ridership demand as well as a likely decline in fare revenue. Forecasted changes in ridership demand and lower levels of service would also likely require modifications to MARC's long-range expansion plans and other capital investments." (page 4.2-10)*

Meanwhile, MAGLEV tickets are expected to cost an average of \$60 for a one way fare - 7 times higher than a MARC fare. This would leave public transit riders unable to pay MAGLEV's incredibly high ticket prices with worse service and few options, when much cheaper investments in MARC and Amtrak would improve service and reduce transit times, equitably for everyone.

**Increased Greenhouse Gasses.**

The MAGLEV project is estimated to actually increase annual net transportation energy consumption, compared to the no-build (status quo) option, even when reduced vehicle emissions are taken into account. MAGLEV may be more efficient than personal automobile travel, but it is less efficient than our existing trains and buses, and:



*"the anticipated decrease in energy expenditure from the diversion of auto, bus, and rail traffic to the SCMAGLEV Project is not expected to offset the increase in energy consumption from the SCMAGLEV system" (page 4.19-10).*

### **Loss of Forests and Habitat.**

The train would be built in the largely undeveloped land between Baltimore and Washington known as the "Green Wedge." The project would destroy up to 451 acres of forest, including up to 42 acres of the Greenbelt Forest Preserve (page ES-19). That's a high price to pay for a project that won't benefit the communities nearest to the impacts, not to mention the ecological loss in an area with few undeveloped lands left.

### **Costs to be borne by those who cannot use it.**

Unlike our current trains and buses, the MAGLEV will have no stops in the communities that will be impacted by its construction by losing parks, green space, system venting, and staging. Meanwhile, 69.6% of people in the SCMAGLEV Project Affected Environment are minority, and 102 of the 124 census block groups within the Affected Environment meet one or more Environmental Justice thresholds (page 4.5-5,6). People living along the MAGLEV route will face all of the costs of the project, but receive no transit benefit, since there are no local stations along the route.

We urge you to report favorably on HB326 and ensure that state funds are not spent on MAGLEV technology, considering these environmental costs and the urgent needs of Maryland's existing public transit systems.

Thank you,

Jennifer Kunze  
Maryland Program Coordinator  
Clean Water Action  
jkunze@cleanwater.org

**HB326\_MDSierraClub\_fav - 17Feb2022.pdf**

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee: Environment and Transportation**

**Testimony on: HB 326 – “State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System”**

**Position: Favorable**

**Hearing Date: February 17, 2022**

The Maryland Chapter of the Sierra Club supports HB 326, which would prohibit the State and any unit or instrumentality of the State from using any appropriation for a magnetic levitation transportation system (Maglev) in the State. The prohibition would not apply to expenditures for the salaries of personnel assigned to review permits or other forms of approval for a magnetic levitation transportation system.

We strongly support State funding for reliable and affordable public transit for working Marylanders and oppose any State funding for an expensive private transportation project. The State is already spending its limited resources to complete the Purple Line and is underfunding critical transportation infrastructure such as the Maryland Transit Administration’s Maryland Area Regional Commuter (MARC) rail service.

We also have major concerns about the many environmental and social justice impacts of Maglev in Maryland. It would destroy hundreds of acres of the most ecologically important research, conservation, and forest areas in the MidAtlantic area, and impact three rivers that feed into the Chesapeake Bay. It also would negatively affect environmental justice areas along the length of the Maglev project corridor in Maryland, and not be affordable for low and moderate income residents. In addition, we are concerned that Maglev ridership studies show a large portion of its riders would come from MARC and Amtrak’s regular and Acela services, thereby endangering the viability of those important train systems in the region.

Maglev proponents say the project would not need any money from the state. HB 326 would merely put that statement into statute.

Experience shows that having Maryland officials make statements regarding transportation (such as, “No state money will go to Maglev”) are not commitments to be relied upon. The Governor said the replacement for the Governor Harry W. Nice Memorial Bridge in Newburg would contain a barrier-separated path for hikers and cyclists, but then the state changed its plan. The Governor and Secretary of the Maryland Department of Transportation said repeatedly that State funds would not be used to fund the Managed Lanes project on I-495 and I-270, but project documents subsequently showed that not to be true. So, this bill is necessary to ensure no financial appropriation from the State can be used for Maglev.

In summary, this bill contains a reasonable prohibition on how the State’s money may be spent, and we urge this committee to issue a favorable report on it.

Brian Ditzler  
Transportation Chair  
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Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto:Josh.Tulkin@MDSierra.org)

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

**NPCA Testimony\_HB326\_2022\_Support.pdf**

Uploaded by: Kyle Hart

Position: FAV

## **Comments to Maryland House Environment and Transportation Committee**

**Submitted on 2/15/2022, for the committee hearing on 2/17/2022**

### **In support of HB 326, State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System**

Dear Committee Members:

We, the undersigned organizations, submit these comments on behalf of our thousands of members and supporters in Maryland. Today we are submitting comments in support of SB 359, Senator Paul Pinsky and Pam Beidle's bill banning state appropriations from being used for a Maglev project.

The proposed Baltimore to Washington Superconducting Maglev project would have numerous negative environmental impacts along its 40-mile route and within the surrounding area, both temporary impacts during construction and permanent impacts that cannot be mitigated. In many locations, the resulting destruction of critical habitat would be irreversible and would have substantial impacts on wildlife, public welfare, human health, and human recreational resources. The project would also have extensive negative impacts on Maryland communities, particularly low-income communities and communities of color.

Project developers have publicly claimed that the Maglev is an environmentally responsible project that will result in cleaner air through the removal of passenger vehicles from the roadways. This claim is not substantiated by the project's Draft Environmental Impact Statement (DEIS). The DEIS demonstrates that the project would increase annual net transportation energy consumption by up to 39 percent by the year 2045 compared to the No-Build option (Table 4.19-7). This is an increase in 3.07 Trillion BTUs, enough energy to power 88,900 homes (Page 4.19-11).

The DEIS further states that the proposed Maglev would be "37 and 20 percent less efficient than existing bus and passenger rail, respectively" (Page 4.19-10). Thus, the Maglev cannot be touted as an energy efficient means of mass transportation. Analysis in the DEIS predicts that Maglev operation would increase net CO<sub>2</sub> emissions by up to 336 million kilograms per year relative to the No-Build option.

The removal of vegetation to accommodate the Maglev infrastructure would result in a loss of ecosystem services and a concomitant lessened ability to remove carbon and carbon dioxide, as well as other pollutants, from the environment. The more than 9 million people who live in the Baltimore-Washington region depend on the ecosystem services performed by the existing green spaces for clean, breathable air. The late Senator Paul Sarbanes recognized this fact when he referred to the Patuxent Research Refuge and surrounding green space as the "lungs of the Baltimore-Washington Region." With the increase in greenhouse gases, people who live in the area would bear the burden of an increased risk of respiratory diseases associated with air pollution.

The increase in power consumption caused by the Maglev operations and the destruction of carbon-storing forests are in direct opposition to the urgent need for actions to reduce greenhouse gas production to abate ongoing climate change. A report from the EPA, released on May 12, 2021, indicates that the climate change crisis is more dire than previously thought, and the inescapable conclusion is

that we cannot allow such a massive scale infrastructure project that moves us further from bringing climate change under control.

The Maglev project would also permanently impact up to 328 acres of federal property, including portions of the Beltsville Agricultural Research Center, managed by USDA; the Baltimore-Washington Parkway, managed by the National Park Service; the Patuxent Research Refuge, managed by the U.S. Fish and Wildlife Service as part of the National Wildlife Refuge System; the NASA Goddard Space Flight Center; Fort Meade, managed by the US Army; and other properties administered by the National Security Agency and the U.S. Secret Service. The project could destroy up to 451 acres of forests, including up to 42 acres of the Greenbelt Forest Preserve, managed by the City of Greenbelt. Local parks such as Maryland City Park and Springfield Road Park would also be taken to accommodate the SC Maglev infrastructure. In total, up to 140.5 acres of recreational facilities and parklands could be impacted. Comments submitted to the DEIS on behalf of many of these federal agencies and the City of Greenbelt express grave concerns with the project.

The destruction of forests, wetlands, and other habitats would result in extensive impacts to the 20,000+ acre green oasis that is the largest tract of undeveloped land in the Baltimore-Washington corridor. The impacts would include not only the direct loss of habitat, but also disruption of ongoing research and human recreational use of the area.

The natural lands lost to Maglev infrastructure cannot be mitigated through re-creation elsewhere, as they are dependent upon specific geological formations and soil types. The lands at Beltsville Agricultural Research Center and Patuxent Research Refuge have been documented as some of the most biologically diverse and well-studied landscapes in the world. The destruction of habitat on these properties will impact the continuity of over a century of environmental research at the Patuxent Research Refuge and the Beltsville Agricultural Research Center.

There will also be significant impacts to outdoor recreational facilities, with the loss of public park space at Maryland City Park, Springfield Road Park, Greenbelt Forest Preserve, and Greenbelt's Northway Fields Park, among others along the proposed route.

Recreational use of the Patuxent Research Refuge will also be impacted. The Refuge serves over 215,000 visitors annually, on average, including hikers, runners, dog-walkers, hunters, naturalists such as birders, and families. As part of the U.S. Fish and Wildlife Service's Urban Refuge Program, the Refuge serves a diverse population and sponsors programs that bring inner-city youths and their families to the Refuge, perhaps for their first-ever experience in a natural setting. Maglev infrastructure would impinge on the Refuge's public hunting areas, public hiking trail system, and at least one fishing pond.

The proposed Train Maintenance Facility, with its round-the-clock operations, will bring a heavy-industry environment of noise and light pollution. The proposed viaduct would be tall enough to tower above the tree canopy and would be visible from the Refuge's National Wildlife Visitor Center. The viaduct, which would flank the Baltimore-Washington Parkway for several miles, would forever negate the ability of the Parkway to fulfill its purpose of serving as a scenic entryway to the nation's capital. Park service staff have called the impacts to the Parkway more substantial than anything they have seen in their entire career.

The construction of the Maglev infrastructure would also result in loss of or damage to sensitive habitats and plant communities that harbor rare, threatened, and endangered flora and fauna. Many of the habitats that would be impacted along the Maglev alignment and its associated infrastructure support plant communities that are rare within the State of Maryland, and that depend for their existence on the underlying geological structures and soil substrates. These communities are irreplaceable and cannot be recreated elsewhere.

In destroying sensitive habitats, the Maglev project would imperil specific Rare, Threatened and Endangered Species, as identified by the U.S. Fish and Wildlife Service (USFWS) and the State of Maryland, including nine species of mammals; twelve species of birds; two species of reptiles; three species of fish; eleven species of odonates (dragonflies and damselflies); eighteen species of lepidoptera (butterflies, skippers, moths); two species of freshwater mussels (one federally endangered); and at least seven species of plants (DEIS Chapter 4, Section 4.12.3.3).

The proposed Maglev project would have negative impacts on eight sub-watersheds of the Chesapeake Bay Watershed: the Anacostia River, the Upper Patuxent River, the Little Patuxent River, the Severn River, the Lower North Branch of the Patapsco River, Baltimore Harbor, Gwynns Falls, and Jones Falls. Of special watershed concern is the proposed Trainset Maintenance Facility (TMF), which would add approximately 200 acres of new impervious surface to the region. The DEIS states that the placement of the TMF in either the Anacostia or the Little Patuxent Watershed would cause “a change in watershed function” such as the “ability to filter and store water in the soil” (Page 4.10-15). In total, up to 76 acres of floodplain, 51 acres of wetlands, 124 acres of Chesapeake Bay Critical Area, and 12,896 linear feet of waterways would all be negatively impacted (Table ES4.3-1).

The cumulative effect of the changes to the waterways, wetlands, and sub-watersheds in terms of stormwater management, increased runoff, and potential chemical pollutants would impair the ability of the State of Maryland to meet the mandates of the Chesapeake Bay Watershed Agreement. As committee members know, Maryland has invested significantly in Chesapeake Bay restoration efforts. Construction of the Maglev project would be counterproductive to those goals.

There are also significant environmental justice concerns surrounding the Baltimore-Washington Maglev project. Minority populations comprise 69.6percent and low-income populations make up 12.7percent of the total population in the Maglev Project Affected Environment. There will be both permanent or long-term impacts as well as shorter term impacts to communities of color and low-income populations. Low-income populations and Black and Latinx minorities are at a higher risk of direct and disproportionate impacts of the construction of this project. The construction staging and laydown areas and haul routes would predominately occur within environmental justice population areas. According to the DEIS, 80percent of the parcels that would be impacted by land use conversion, rezoning, and property acquisitions are in communities of color. Furthermore, 100percent of the above ground viaduct portion of the Maglev, where construction and perpetual community impacts would be the greatest, are within or directly adjacent to environmental justice communities.

Worse yet, these communities would not directly benefit from the Maglev. The proposed project has three stations; one in Mount Vernon East Washington D.C., a stop at the BWI Airport, and finally a terminus station in Baltimore at either Camden Yards or Cherry Hill. The communities of Prince George’s and Anne Arundel Counties would feel the brunt of construction and long-term impacts, while receiving no public transportation benefits in return. The extremely costly price, projected to be an average of

\$60 for a one-way trip, would exclude all but the wealthiest of commuters from riding on Maglev. This is eight times higher than a corresponding ticket on the MARC train.

For the above reasons, we are opposed to the construction of the Baltimore-Washington Maglev project. State transportation dollars should instead focus on more equitable solutions to our transit concerns, such as investing in Amtrak, MARC, the Baltimore Red Line, and other regional transit options that better serve our communities while safeguarding our parks and the environment. We ask that the committee vote in support of this bill to block state transit dollars from funding this disastrous project.

Sincerely,

Kyle Hart  
Mid-Atlantic Field Representative  
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**HB0326.pdf**

Uploaded by: Laura Bonkosky

Position: FAV

To the Honorable Chair Barve and all members of the Environment and Transportation Committee:

I am writing in favor of HB0326 for the following reasons:

**1. The State is correct in protecting its funds and reserving them for necessary future transportation and infrastructure needs.**

- The Maglev is projected to cost at least 16-20 billion dollars, and the state will not be able to cover such an expense and still maintain the essential maintenance and upgrades of transportation and infrastructure projects throughout its districts.
- The Maglev is a “luxury” transit option, so it makes sense that no state funding be allocated for the high ticket priced and limited service this project will provide if it is ever completed.

**2. The current and ongoing Climate Crisis is likely to change the scenarios under which we work, travel, and live significantly. We need to be attending ever more closely to the footprint of projects undertaken or funded by the state.**

- Based on recent research, the construction of the SCMaglev will generate more greenhouse gases than it will save.
- Given that there has not been an analysis made of how we will need to adapt to climate change within the next decade alone, protecting the state from losing funding for needed transportation and infrastructure projects throughout the state makes complete sense.

**3. The current pandemic has created an economic crisis and we do not yet know what the endpoint of this will be. In addition, the pandemic has revealed the resourcefulness of our various institutions. Traditional practices for every type of organization, business, school, etc. have been challenged and shifted dramatically. Just as with this meeting of the Environment and Transportation Committee, we have found that we no longer need or must travel (in cars or on transit systems) to attend a meeting or to collect in ways previously thought to be necessary.**

- Virtual meetings will likely replace many of the previously used in-person meetings. This will change the need for travel. The SCMaglev has not considered this change in its ridership projections. This factor will alter the future of all transit systems. Indeed, most transit systems are

struggling to maintain basic service right now. Further, airlines are reporting that there are far fewer business travelers due to the ease of virtual meetings. This will apply to other forms of travel as well.

- The SCMaglev is considered a luxury service and as such will be in less demand given this shift away from in-person meetings. As such it is not deserving of state funding.

Thank you for your consideration of these points. In light of these crucial issues, I believe the state is correct to protect its transportation and infrastructure funding for necessary, usable projects, not boondoggles that might serve a very few wealthy individuals. The State needs to be prepared to adapt quickly, practically and effectively to serve the needs of the whole state, not those of a few. I recommend a favorable report on HB0326.

Sincerely,  
Laura Bonkosky  
19 T Ridge Rd  
Greenbelt, MD  
20770  
Laura.bonkosky@gmail.com

# **HB0326 State Finance Prohibited Appropriations GCA**

Uploaded by: Maureen Fine

Position: FAV



**Committee:** Environment and Transportation, and Appropriations

**Testimony on:** HB0326 State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System

**Organization:** Greenbelt Climate Action Network

**Submitting:** Maureen Fine

**Position:** Favorable

**Hearing Date:** Feb 17

Dear Chairman and Committee Members:

The Greenbelt Climate Action Network (GCAN) is writing in support of HB0326 State Finance-Prohibited Appropriations-Magnetic Levitation Transportation System.

GCAN's mission is to educate residents about climate change, "systemic" solutions, how they can change their behaviors to be more sustainable, and take personal, local, systemic, and political action.

Over 50 environmental groups (including CBF, MD Sierra Club, and Audubon of the Mid-Atlantic) and numerous community groups and agencies (including PG County NAACP, PG County Public Schools, and Maryland Coalition for Responsible Transit) have enumerated the overwhelming negative social, economic, and environmental impacts that the SCMaglev would have on Prince George's County and throughout the Chesapeake Bay watershed.

Maglev would be one of the most expensive rail lines ever built, an estimated \$250 million/mile as per Carol Park, a senior policy analyst for the MD Public Policy Institute. And tax dollars will definitely be needed---tax dollars that will come from far higher priority state and national infrastructure projects. Too many people in Central Maryland face transportation-related barriers preventing job access, and public transportation is too often unreliable and does not efficiently connect to employment centers. Increased investment in MTA, MARC and Amtrak are a much higher priority for our region, and promise to improve quality of life, as opposed to the harmful consequences of the SCMaglev.

Amtrak continues to work collaboratively with the FRA, NEC, MTA, MARC, VRE, DDOT, and WMATA, as well as the states of Maryland and Virginia, Washington, DC, and others. Continued development and support of Amtrak is a far better solution to our transit needs than moving forward with building the SCMaglev transportation system. Amtrak and its options provide a reliable, technically and financially-proven system at a reasonable cost for near- and long-distance rail transportation that accommodates commuters and passengers.

For all these reasons, we recommend a FAVORABLE report for HB0326 in committee, to prohibit appropriations for a Magnetic Levitation System.

Sincerely,



Maureen Fine  
Volunteer  
Greenbelt Climate Action Network

**DeINWilliams\_HB326\_Testimony.docx.pdf**

Uploaded by: Nicole Williams

Position: FAV

NICOLE A. WILLIAMS, ESQ.  
*Legislative District 22*  
Prince George's County

Judiciary Committee



*Annapolis Office*  
The Maryland House of Delegates  
6 Bladen Street, Room 209  
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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

February 17, 2022

The Honorable Delegate Kumar P. Barve

Chairman of the House Environment and Transportation Committee

6 Bladen Street, Room 251

Annapolis, Maryland 21401

**House Bill 326**

Good afternoon Chair Barve, Vice Chair Stein, and members of the House Environment and Transportation Committee. I am Delegate Nicole Williams of District 22, and I will be testifying today in favor of House Bill 326, also known as State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System. For those who were here last year, you know that this bill aims to ensure that state funds and taxpayer money do not go towards the construction of a MAGLEV train.

Over the past two years, the COVID-19 pandemic has had a considerable impact on how we allocate funds in our state budget. At a time where there are a multitude of crises that warrant state intervention, the appropriation of funds towards a project that is opposed by residents of multiple districts is inappropriate.

The parties that would be responsible for the financing and construction of the MAGLEV train have stated previously that there would be no need to rely on state funding. By passing this legislation, we can hold them to that promise. State funds would then be able to go towards other priorities, such as bolstering our education system and helping working families that are still reeling from the effects of the pandemic.

The goal of this legislation is to ensure that hardworking Marylanders do not end up footing the bill for a project that has such vocal opposition from members of our communities

and is not ready for primetime to really address a significant reduction in greenhouse gas emissions up and down the I-95 corridor.

For these reasons, I urge the committee to give a favorable report on House Bill 326.

Sincerely,

*Nicole A. Williams, Esq.*

Delegate Nicole A. Williams, Esq.

# **HB326 Prohibited Appropriations MagLev 2-17-22 fav**

Uploaded by: Rhonda Kranz

Position: FAV



## Environment Committee

**Committee:** House Environment and Transportation Committee  
**Testimony on:** HB-326 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System  
**Organization:** Takoma Park Mobilization Environment Committee  
**Submitting:** Rhonda Kranz  
**Position:** Favorable  
**Hearing Date:** February 17, 2022

Dear Mr. Chairman and Committee Members:

Thank you for accepting our written testimony today in support of HB326. The Takoma Park Mobilization (TPM) is a grassroots organization based in Takoma Park, Montgomery County and focused on state and local climate change issues. The TPM Environment Committee urges you to vote favorably on HB326. The bill will bring much-needed protection of public funds by prohibiting the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State; and providing that the prohibition does not apply to certain expenditures for salaries.

Maryland has experienced significant cost overruns in large transportation projects. The Purple Line has encountered major financial problems with a cost overrun of \$1.4 billion, some of which will be borne by Montgomery and Prince Georges Counties. Excessive cost overruns in development of the Inter County Connector cost millions of federal tax payers' dollars. It is essential that Maryland does not take responsibility for delays and contractual problems if the proposed MAGLEV project is accepted. In fact, as the MAGLEV is a Private, rather than a Private-Public partnership, MD taxpayers should not be responsible for funding any part of the project.

Taxpayers have already covered the over five million Federal dollars cost for the MAGLEV environmental assessment process (i.e., DEIS, EIS) and other aspects of the proposed project. Prince Georges and Baltimore Counties would incur major financial and environmental costs of building the train, and most of the burden will be on overburdened and environmental justice communities. There should be no further burden on Maryland taxpayers from this project.

Maryland's transportation investments should be focused on providing affordable and accessible transportation for all members of our communities. The MAGLEV's limited and excessively expensive ridership cost would benefit only an exceedingly small fraction of the state's population.

Maryland is making great strides on adopting climate friendly policies, many targeted to be met by 2030. Analysis of the completion of the project finds that the MAGLEV would generate more greenhouse gases during construction than it is likely to save over several decades in operation. With a timeline of eight to ten years before ridership even begins, the MAGLEV would be significantly increasing, not decreasing Maryland's emissions, setting us back from achieving our reduction goals.

Additionally, Takoma Park is uniquely located in Montgomery County on the Prince Georges County border. As such, Takoma City residents would be affected directly by MAGLEV and its construction, traffic, and environmental impacts. Takoma Park residents should not have to bear the financial costs of a MAGLEV project which is not fully funded by the private developer, especially if the project runs into difficulties and escalating costs as we have seen in the projects mentioned above.

For these reasons we urge a favorable vote for HB326.

# **HB0326- State Finance - Prohibited Appropriations**

Uploaded by: Susan Barnett

Position: FAV



**Environment and Transportation Committee of the House**

**Testimony on:** HB0326: State Finance - Prohibited Appropriations -  
Magnetic Levitation Transportation System

**Submitting:** Susan Barnett

**Position:** Favorable

**Hearing Date:** 2.17.2022

To the Honorable Chair Barve and all members of the Environment and  
Transportation Committee:

I am writing in favor of HB0326 for the following reasons:

**1. The State is correct in protecting its funds and reserving them for necessary future transportation and infrastructure needs.**

- Given that the Maglev is projected to cost at least 16-20 billion dollars (and likely more) the state will not be able to cover such an expense and still maintain the essential maintenance and upgrades of transportation and infrastructure projects throughout its districts.
- Given that the Maglev is considered a “luxury” transit option it makes sense that no state funding be allocated for the high ticket priced and limited service this project will provide if it is ever completed.

**2. The current and ongoing Climate Crisis is likely to change the scenarios under which we work, travel, and live significantly. We need to be attending ever more closely to the footprint of projects undertaken or funded by the state.**

- Based on recent research, the construction of the SCMaglev will generate more greenhouse gases than it will save.
- Given that there has not been an analysis made of how we will need to adapt to climate change within the next decade alone, protecting the state from losing funding for needed transportation and infrastructure projects throughout the state makes complete sense.

**3. The current pandemic has created an economic crisis and we do not yet know what the endpoint of this will be. In addition, the pandemic has revealed the resourcefulness of our various institutions. Traditional practices for every type of organization, business, school, etc. have been challenged and shifted dramatically. Just as with this meeting of the Environment and**

**Transportation Committee, we have found that we no longer need or must travel (in cars or on transit systems) to attend a meeting or to collect in ways previously thought to be necessary.**

- Virtual meetings will likely replace many of the previously used in-person meetings. This will change the need for travel. The SCMaglev has not considered this change in its ridership projections. This factor will alter the future of all transit systems. Indeed, most transit systems are struggling to maintain basic service right now. Further, airlines are reporting that there are far fewer business travelers due to the ease of virtual meetings. This will apply to other forms of travel as well.
- The SCMaglev is considered a luxury service and as such will be in less demand given this shift away from in-person meetings. As such it is not deserving of state funding.

Thank you for your consideration of these points. In light of these crucial issues, I believe the state is correct to protect its transportation and infrastructure funding for necessary (not luxury) and usable projects. The State needs to be prepared to adapt quickly, practically and effectively to serve the needs of the whole state, not those of a few. I recommend a favorable report on HB0326.

Sincerely,

Susan Barnett  
12 Plateau Place, Unit H, Greenbelt, MD 20770  
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301 474 7465

**FAVORABLE - HB0326 - 2022 State Finance - Prohibit**

Uploaded by: Susan McCutchen

Position: FAV

February 17, 2022

Oral and Written Testimony in Favor of HB0326 – State Finance – Prohibited Appropriations –  
Magnetic Levitation – Transportation System (Cross-file SB0359)

Chairman Barve, Vice Chair Stein, and Members of the Environment and Transportation Committee,

My name is Susan McCutchen. I am writing in support of HB0326, sponsored by Delegates Williams, Bartlett, Healey, Ivey, Landis, Lehman, Rogers, Ruth, Valentino-Smith, and Washington. I want to thank them for bringing forth this bill that would prohibit Baltimore-Washington Rapid Rail (BWRR) from appropriating funds from the state of Maryland to build the proposed SCMaglev transportation system, except for expenditures for “the salaries of personnel assigned to review permits or other forms of approval” for such a system.

This exception is responsive to the concerns expressed by the Northeast Maglev that a previous iteration of this bill had unintended consequences in that it would inadvertently tie their hands to work with the appropriate state personnel to acquire permits or other required approvals should the project go forward. By including this caveat, the bill should now be acceptable to BWRR and Northeast Maglev, as they repeatedly state they are a private company and will not need to seek state funds.

In thinking about the possible construction of the SCMaglev transportation system, I am reminded of the work stoppage and cost overruns of the Purple Line, as well as the troubling saga of the California bullet train project as their construction and financial woes continue to mount, including significant delays in paying property owners from whom the developers purchased land.

The SCMaglev project will face financial difficulties as the projected costs increase exponentially and the actual work is undertaken. As a result, the ability of BWRR to either continue or complete the project will be curtailed. BWRR and its partners will seek additional funds from bank loans as well as from the Maryland and federal government. Government funds are taxpayer dollars. We the people will pay—and already have from a chunk of federal government funds allocated to undertake the study and meet NEPA requirements.

The Japanese government intends to invest in the SCMaglev project, thereby becoming a BWRR partner. They will own an as-yet undetermined percentage of this project. Their technology and expertise will anchor the construction and operation of the SCMaglev. They will seek a profit above all no matter how many fees Japan waives for BWRR to acquire the technology. I do not relish the Japanese owning a piece of Maryland’s Northeast Corridor and demanding repayment should the project falter or perhaps not be able to be finished. They and all interested parties will no doubt expect to be repaid for their investments in building and operating the train. Again, we the people will pay to complete a foundering project.

Thank you for this opportunity to provide oral and written testimony. I look forward to HB0326 moving out of committee and going forward.

Sincerely,

*Susan R. McCutchen*

Susan R. McCutchen  
5404 Spring Road  
Bladensburg, Maryland  
Tel: 301-699-9035

**Rev. Mcneill FINAL.pdf**

Uploaded by: Ashley Mcmillian

Position: UNF



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February 17, 2022

The Honorable Maggie  
McIntosh  
Chair, House Appropriations  
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Room 121, House Office  
Building  
Annapolis, Maryland 21401

## HB 326

The Honorable Kumar P.  
Barve  
Chair, House Environment  
and Transportation  
Committee  
Room 251, House Office  
Building  
Annapolis, MD 21401

### RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

Dear Chair McIntosh, Chair Barve, and Members of the House Appropriations  
and Environment and Transportation Committees:

As the former 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, not  
only do I pastor residents of the DC region, but I am a homeowner in Prince  
George's County.

I write to you today in **opposition to House Bill 326.**

If approved by the Maryland General Assembly, this proposed legislation would  
place severe limitations on the State to attract investment by closing off the State  
to an entire transportation technology. HB 326 is short-sighted and does not  
speak to the need in our communities for employment and empowerment.

The SCMAGLEV project will generate large numbers of both permanent jobs and  
construction-related jobs. The project represents a huge number of career  
opportunities – everything from high-skilled STEM and advanced construction  
careers to administrative and supportive business roles. For many diverse  
Marylanders, this project will provide a path to a brighter future.

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

monumental, and our relationship with the project will benefit communities served by our member churches.

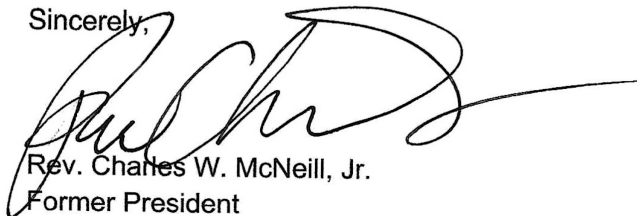
Proposals like HB 326 introduce risk for the SCMAGLEV project as well as any other advanced transportation initiative looking to invest in our area. The loss of this project would be a great disadvantage for many Prince Georgians and residents of other DMV communities.

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 developers, 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, we ask that you submit an unfavorable committee report.

Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles W. McNeill, Jr.", with a long horizontal flourish extending to the right.

Rev. Charles W. McNeill, Jr.

Former President

National Capital Baptist Convention of Washington, D.C. & Vicinity

P.O. Box 72

Lanham, MD 20703

# **HB0326 - 2.17.22 -- State Finance - Prohibited App**

Uploaded by: Donald Fry

Position: UNF





# POSITION STATEMENT

**TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE**

**HOUSE BILL 326 – STATE FINANCE - PROHIBITED APPROPRIATIONS -  
MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

**Sponsor – Delegate Williams, et al**

**February 17, 2022**

**DONALD C. FRY  
PRESIDENT & CEO**

**GREATER BALTIMORE COMMITTEE**

**Position: Oppose**

The Greater Baltimore Committee (GBC) opposes House Bill 326, which would prohibit the State or any local jurisdiction from spending any public money on a magnetic levitation (Maglev) transportation system in the State.

House Bill 326 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. This would serve as the first leg of a transformational Northeast Corridor connection.

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 should 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 these reasons, the Greater Baltimore Committee urges an unfavorable report on House Bill 326.**

*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 67-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](http://www.gbc.org)

# **HB326\_UNF\_Rodriguez**

Uploaded by: Jason Rodriguez

Position: UNF

February 14, 2022

HB 326

The Honorable Delegate Kumar P. Barve  
Chair, Senate Environment and Transportation Committee  
House Office Building - Room 251  
Annapolis, MD 21401

The Honorable Delegate Dana Stein  
Vice-Chair, Senate Environment and Transportation Committee  
House Office Building - Room 251  
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

Dear Chair Barve, Vice-Chair Stein, and Members of the House Environment and  
Transportation Committee Committees:

My name is Jason Rodriguez (citizen, taxpayer, grassroots activist, and member of the National  
Action Network - NAN), and I am writing to express my strong **opposition to HB 326**.

As a grassroots activist, we constantly find ourselves fighting for equity and equal opportunities  
for all people regardless of race, religion, ethnicity, citizenship, criminal record, economic status,  
gender, gender expression, or sexuality.

I urge the committee to consider the long-lasting implications this bill would have on inviting new  
investment in our state. Preemptively removing the ability for the people of Maryland to invest in  
a viable technology sends the wrong message. We would be telling our young people “your  
future is not worth investing in.”

Furthermore, the company behind the Maglev project has pledged to not request state  
appropriations and they haven’t received any.

The SCMAGLEV project would bring unprecedented economic opportunity to our region.  
Additionally, the team behind the project has committed to diverse, equitable and inclusive  
project development. It is these types of opportunities “we” grassroots activists fight for daily.

Please submit an **unfavorable** report on HB 326 and let's move Maryland forward into the  
future by supporting innovative transportation projects like the Maglev.

Sincerely,



Jason Rodriguez  
Resident of Baltimore City (Grassroots Activist)

**MAGLEV support ltr feb 17th 2022 HB326 REV 1.pdf**

Uploaded by: Jerry Mclaurin

Position: UNF



February 17, 2022

HB 326

The Honorable Kumar P. Barve

The Honorable Dana M. Stein

Chair, Environment & Transportation  
Committee

Chair, Environment & Transportation Committee

6 Bladen St

6 Bladen St

Annapolis, MD 21401

Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED**

**APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Barve, & Chair Stein, and Members of the Environment & Transportation  
Committees:

I am writing to outline our strong opposition to HB 326 .

Even as one of the newest chambers of commerce 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 legislation only serves to send a message to the world that Maryland does not want to be  
part of a future where we finally begin to move beyond constantly building and expanding  
highways. Maglev technology represents a future with less pollution, traffic, and with an  
emphasis on clean, efficient, and equitable transportation and transit-oriented development.

We believe that Prince George's County, and the State of Maryland should be a part of this future.

This bill is an attempt to needlessly block a potential for growth and opportunity for so many, and we ask that you submit an unfavorable report. We recommend that the Maryland General Assembly not set a precedent by using legislation on behalf of a few to unfairly limit a potential good for many.

Sincerely,

Jerry McLaurin

President

PFC Black Chamber of Commerce

9500 Medical Center Drive Suite 460

Largo, MD 20774

# **HB 326 MDCC State Finance - Prohibited Appropriati**

Uploaded by: Maddy Voytek

Position: UNF



**MARYLAND**  
Chamber of Commerce

**LEGISLATIVE POSITION:**

**Unfavorable**

**House Bill 326**

**State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System**

**House Environment & Transportation Committee**

**Thursday, February 17, 2022**

Dear Chairman Barve 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 5,500 members and federated partners working to develop and promote strong public policy that ensures sustained economic recovery and growth for Maryland businesses, employees, and families.

House Bill 326 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 21<sup>st</sup>-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 HB 326.

MDCHAMBER.ORG

60 West Street, Suite 100, Annapolis 21401 | 410-269-0642



**HB 326\_MTBMA\_UNF.pdf**

Uploaded by: Michael Sakata

Position: UNF



Delegate Kumar P. Barve, Chair  
Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

Delegate Maggie McIntosh, Chair  
Appropriations Committee  
121 House Office Building  
Annapolis, MD 21401

February 17, 2022

**RE: House Bill 326 – UNFAVORABLE – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System**

Dear Chair Barve, Chair McIntosh and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials.

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. 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 process 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 thank you for your time and consideration of this bill and we ask for an UNFAVORABLE report on House Bill 326.

Thank you,

A handwritten signature in blue ink, appearing to read "Michael Sakata", is written over a faint, light blue circular watermark or stamp.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**HB 326\_MAA\_UNF.pdf**

Uploaded by: Rachel Clark

Position: UNF

CHAIRMAN:  
Rob Scrivener  
VICE CHAIRMAN  
Brian Russell

**MARYLAND ASPHALT ASSOCIATION**



SECRETARY:  
David Slaughter  
TREASURER:  
Jeff Graf  
PRESIDENT:  
G. Marshall Klinefelter

Delegate Kumar P. Barve, Chair  
Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

Delegate Maggie McIntosh, Chair  
Appropriations Committee  
121 House Office Building  
Annapolis, MD 21401

February 17, 2022

**RE: House Bill 326 – UNFAVORABLE – State Finance – Prohibited Appropriations –  
Magnetic Levitation Transportation System**

Dear Chair Barve, Chair McIntosh and Members of the Committees:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

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. 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 process 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 thank you for your time and consideration of this bill and we ask for an UNFAVORABLE report on House Bill 326.

Thank you,

Marshall Klinefelter  
President  
Maryland Asphalt Association

# **HB 326 Ministers Conference ECCDC Testimony.pdf**

Uploaded by: Stacy Smith

Position: UNF



February 15, 2022

The Honorable Maggie McIntosh  
Chair, House Appropriations Committee  
Room 121, House Office Building  
Annapolis, MD 21401

The Honorable Kumar P. Barve  
Chair, House Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

Dear Chair McIntosh, Chair Barve, and Members of the House Appropriations and Environment and Transportation Committees,

As President of the Ministers' Conference Empowerment Center CDC, I write to you today in support of the Baltimore-Washington SCMAGLEV project and ask that you take this letter into consideration when contemplating House Bill 326. 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.

House Bill 326 threatens to stand in the way of this truly transformational solution. It is myopic to introduce limits to technology adoption. This bill is a roadblock to potential opportunities for many in the Baltimore and Washington area and does nothing but stand in the way of the type of progress I and

**"AND THE CHURCH  
SHALL LEAD"**

the Ministers' Conference Empowerment CDC stand for. We are enthused about supporting the 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.

In His Service,

A handwritten signature in black ink, appearing to read 'Kevin Daniels', with a long horizontal flourish extending to the right.

Kevin Daniels, PhD

President,

Ministers' Conference Empowerment Center CDC

# **Patriots Technology Training Center Testimony HB 3**

Uploaded by: Thurman Jones

Position: UNF





5800 Martin Luther King Jr. Highway  
Seat Pleasant, MD 20743

[www.patriots-ttc.org](http://www.patriots-ttc.org). 301-925-9350 [thurman@patriots-ttc.org](mailto:thurman@patriots-ttc.org)

February 17, 2022

**HB 326**

The Honorable Maggie McIntosh  
Chair, House Appropriations Committee  
Room 121, House Office Building  
Annapolis, Maryland 21401

The Honorable Kumar P. Barve  
Chair, House Environment and  
Transportation Committee  
Room 251, House Office Building  
Annapolis, Maryland 21401

**RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair McIntosh, Chair Barve, and Members of the House Appropriations, and Environment and Transportation Committees:

As President of Patriots Technology Training Center, I am writing to express our organization's strong **opposition to HB 326**.

For 25 years Patriots' mission has been "empowering students through technology". Our goal is to increase the number of 5<sup>th</sup> to 12<sup>th</sup> grade students entering into science, technology, engineering, and mathematics fields (STEM), ultimately leading to a college education and career paths in these fields. Our various programs, camps, workshops, competitions, conferences, and other 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, today's youth will continue to benefit with easy access to opportunities along the Northeast Corridor.

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.

HB326 is a clear attempt to stop this project and, in effect, stifle opportunity for today's youth and for future generations for careers, economic development, access, and a cleaner environment.

**Please submit an unfavorable report on this bill.**

Sincerely,

Thurman D. Jones, Jr.  
President

**HB 326\_BWRR\_UNF.pdf**

Uploaded by: Wayne Rogers

Position: UNF

February 17, 2022

**HB 326**

The Honorable Maggie McIntosh  
Chair, House Appropriations Committee  
Room 121, House Office Building  
Annapolis, Maryland 21401

The Honorable Kumar P. Barve  
Chair, House Environment and  
Transportation Committee  
Room 251, House Office Building  
Annapolis, Maryland 21401

**RE: TESTIMONY IN OPPOSITION TO HB 326—STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair McIntosh, Chair Barve, and Members of the House Appropriations and Education and Transportation Committees:

I am the Chairman/CEO of Baltimore Washington Rapid Rail, LLC and appear today to convey our strong opposition to HB 326.

BWRR is a railroad franchised by the Maryland Public Service Commission to 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 in central Maryland where 70% of Maryland residents live. The project will create over 161,000 regional job years, result in a \$6.5 billion GDP increase in Maryland from construction (\$268 million annually from operations), improve BWI Airport and transform the lives of tens of millions of people. It is the equivalent of building an eight-lane highway, with the exception that our project will take people off the roads and reduce regional greenhouse gas emissions. The Project will divert millions of cars from overcrowded highways to public transit. Over seventy percent of the alignment is underground, with no need for residential takings. Floating on air at 311 mph the proposed project represents a huge environmental and economic opportunity for Maryland.

The project has been undergoing environmental and permitting review by over 30 federal, state and local agencies for 5.5 years. The Draft Environmental Impact Statement was released on January 15, 2021. This milestone culminated in a formal public comment period, and public hearing, completed in April of 2021. This was on the heels of over 200 public meetings, hearings, and briefings over the last 8 years. We are committed to ensure **any issues**



identified within the DEIS, or raised during the public comment period, are addressed in the best way possible for communities and the environment.

***HB 326 proposes to prohibit any appropriations from being used by the State or any unit or instrumentality of the State for a Magnetic Levitation system in the State.***

No appropriations have been requested for this Project.

Passing a bill prohibiting appropriations not even requested, is not only bad public policy but sends a negative signal that the State of Maryland is not willing to pursue remedies to the issues of traffic congestion, poor air quality and climate change. Prior to COVID we had the worst congestion in the country and studies show that left unchecked it will continue to worsen.

Right now each Marylander spends 102 extra hours per year stuck in traffic, with congestion costing the economy \$4.6 billion per year and each individual over \$2000. I am sure that each of your constituents could use an extra \$2000 per year and 102 hours of time to put to better use. The State is and will be spending millions to combat climate change. It is imperative we join together to find and implement solutions, not try to prevent them.

We as citizens and, respectfully, you as elected officials should not profess to support actions to combat climate change, reduce congestion, and to improve the health and lives of our citizens, while simultaneously fighting any effort to do so.

This bill would signal that years of work by federal, state and local agencies and over \$100 million of investment by the private sector, is not supported, all before final decisions on financing and construction are made. In addition, millions of federal dollars, money that is earmarked only for Magnetic Levitation projects, not other things, have been awarded to the State of Maryland for the purpose of studying and implementing this technology. In fact, this money is already paying the salaries of many tax-paying Marylanders. Maryland won a federal national competition of over 14 states to host this project. It is the opportunity of not only a lifetime, but generations.

For these reasons Baltimore-Washington Rapid Rail **strongly opposes HB 326** and urges the committee to submit an **unfavorable report**. Thank you for the opportunity to appear.

We strongly recommend that **HB 326** be provided a negative report.

Sincerely,

Wayne L. Rogers  
Chairman/CEO