

**SB50\_MDSierraClub\_fav - 25Jan2023.pdf**

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P.O. Box 278  
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**Committee: Budget and Taxation**

**Testimony on: SB 50 – “State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System”**

**Position: Support**

**Hearing Date: January 25, 2023**

The Maryland Chapter of Sierra Club supports SB 50 that 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 Maglev.

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 has underfunded and understaffed critical transportation infrastructure overseen by the Maryland Transit Administration.

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, Amtrak, and Acela, thereby endangering the viability of those important public train systems in the region.

Maglev proponents say the project would not need any money from the state. SB 50 would merely put that statement into statute.

We believe this type of legislation is necessary because in the past assurances about transportation funding were not always reliable. Under the prior administration, for example, it was asserted that 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 prior administration also said that State funds would not be used to fund the proposed Managed Lanes project on I-495 and I-270, but project documents subsequently showed that not to be the case. So, this bill is necessary to ensure no financial appropriation from the State could 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.

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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.

**20230119 - Support SB50 - Oral - MCRT-Woomer.pdf**

Uploaded by: Dan Woomer

Position: FAV

Title: **MCRT & CATS Supports Maryland General Assembly Senate Bill 50**

Speaker: Daniel E. Woomer  
Maryland Coalition for Responsible Transit (MCRT)  
Citizens Against the SCMaglev (CATS)

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

Date: Wednesday, January 25, 2023

Time: 2:00 pm

**Oral Testimony:**

I'm Daniel E. Woomer, Maryland Coalition for Responsible Transit board member, and member of Citizens Against the SCMaglev, here in **SUPPORT** of Senate Bill 50.

Mr. Rogers has repeatedly stated the SCMaglev will not require taxpayer funds. Senate Bill 50 puts his statement on the legislative record, with the one caveat on which Mr. Rogers based his past objection, that is FUNDS CAN BE USED for such costs associated with administrative, review and permitting processes.

Baltimore City, AA and PG Counties, D.C. and federal agencies, and numerous environmental and environmental justice organizations have identified how building and operating the SCMaglev will bring irreparable environmental harm, threaten the health of communities, residents, wildlife, and disproportionately impact poorer minority communities.

MCRT submitted a 395-page document to the FRA and MDOT identifying a long list of questionable and missing analyses and data from the 4,100-page SCMaglev Draft Environmental Impact Study.

This submission, numerous position papers, articles, and presentations can be found on the MCRT website.

On Ridership –

BWRR claims the ridership will cover the operating costs.

Where are the analyses to support this claim?

Analyses by the Maryland Public Policy Institute, the Cato Institute, and by Dr. Owen Kelley of GW University, challenge the highly inflated ridership numbers. The ridership will likely be an order of magnitude less, as will the revenue stream.

On Jobs –

Today, you will again hear about all of the jobs the SCMaglev will create.

In 2017 the number was 75,000, by 2022 the number is 200,000.

Where are the analyses that support these job creation numbers?

A \$27.8 million federal grant was awarded in 2015 to study SCMaglev feasibility. The ridership, revenue, and job projections were funded by tax dollars. Why haven't we seen these analyses we have paid for?

**In Summary:**

MCRT has assembled a long list of reasons why the SCMaglev should be stopped before any more tax payer dollars are wasted.

MCRT is available to meet with you and your staff.

Thank you.

**20230119 - Support SB50 - Written - MCRT-Woomer.pd**

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**Speaker:** Daniel E. Woomer  
Maryland Coalition for Responsible Transit (MCRT)  
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Annapolis, Maryland 21401

**Date:** Wednesday, January 25, 2023

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### **Summary:**

The Maryland Coalition for Responsible Transit (MCRT) and the Citizens Against the SCMaglev (CATS) join with Senator Pinsky, Beidle, and Augustine to support this session's Senate Bill 50 – "Prohibited Appropriations – Magnetic Levitation Transportation System" which prohibits "the State and certain units and instrumentalities of 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."

Building the SCMaglev train will destroy the last large protected green areas on the east coast and bring irreparable environmental harm to surrounding areas, potentially threatening the health of our residents, and it will require government subsidies to build, maintain, and operate the system. These funds would be better spent on high-priority infrastructure projects that benefit all Maryland's residents, not just the wealthy who can afford the cost to ride the train. While MCRT and CATS oppose the building of the SCMaglev, we strongly support the continued enhancements of existing transportation systems such as MARC and Amtrak, which benefit all Marylanders.

### **Testimony:**

Good afternoon. My name is Daniel E. Woomer, I am the past president and a current Board member of the MCRT, as well as longtime member of CATS. I am pleased to speak with you today on behalf of the MCRT and CATS in support of SB 50.

There are many reasons MCRT and CATS, our communities, environmental groups, Baltimore City, Washington D.C., and Anne Arundel and Prince George's Counties, as well as several federal agencies are opposed to building the SCMaglev:

- (1) The train will not serve all Marylanders, yet it will destroy communities and green spaces and its emissions will damage human health.
- (2) There are unanswered questions about the actual safety of the train itself.



- (3) It will generate insufficient revenue, therefore requiring government subsidies.
- (4) It will follow previous world experiences with such systems, many of which have failed or are being maintained with large government subsidies.
- (5) The Northeast Maglev (TNEM) and Baltimore-Washington Rapid Rail (BWRR) have made many claims about jobs and revenues but have yet to share their analyses supporting these claims with the public.
- (6) The need for far more high-value and equitable transportation infrastructure improvements, such as MARC and Amtrak, far outweigh expending excessive funds on building the SCMaglev.

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

The SCMaglev project will result in:

- The destruction of swaths of homes, businesses, historic sights, and greenspaces throughout Prince George’s County with the erection of the elevated sections of the SCMaglev.
- The destruction and/or disruption of the U.S. Department of Agriculture’s Beltsville Agricultural Research Center (BARC), NASA’s Optic Research Center, and the Patuxent Research Reserve (PRR), while bringing industrial level of pollution to the local streams, wetlands, the Patuxent River, and the Chesapeake Bay.
- The potential disruption of the Anne Arundel County aquifer.
- The potential release of toxins, carcinogens, and radon gas collected in the SCMaglev tunneled sections into our communities through their surface ventilation facilities.
- Concerns about our schools’ structures, personnel, and students associated with the impact of a high-speed, oscillating magnetic field train running under them.

Note: the Anne Arundel Board of Education noted their written objection to building and operating the SCMaglev on November 1, 2017.

- Increased vehicle traffic with the construction and operation of the SCMaglev facilities and track maintenance equipment on I-95 and the Baltimore-Washington Parkway.
- With only one stop in Anne Arundel County and no stops in Prince George’s County, the SCMaglev provides little to no benefit to the residents and businesses in our counties, yet these counties will face the greatest burden of the disruption and destruction.

**(2) Unanswered Questions About the Actual Safety of the Train Itself Remain.**

- Past proposals to build maglev systems in Florida, Pennsylvania, and Maryland using the German system were not approved for good reason.
- Despite certification by the German government that their maglev system was safe, on September 22, 2006, 70 percent of the passengers were killed and the rest injured in a maglev accident in Lathen, Germany.

- The Japanese government seeks to assure us of the safety of their SCMaglev. However, the number of passengers carried to date on their test track far less than the typical number carried by the Washington Metro (pre-COVID-19) in a single day.

Note: Japanese success with their wheel-rail trains does not automatically transfer to maglev technology.

- Justifications for the ongoing building of their SCMaglev are being questioned in Japan. The planned 2027 date for starting the first operation of the Tokyo to Nagoya line is unlikely to be met. This would make the United States the first place where the safety of SCMaglev technology would be tested in a high-frequency commercial operation.
- The Japanese SCMaglev has many unresolved safety issues that need to be addressed. Safety Rules of Particular Applicability (RPA) need to be developed by the Federal Railroad Administration before the project is authorized.
- The crashworthiness of the vehicles must be assessed for the safety of the passengers if something goes wrong. The SCMaglev should not evade the safety rules now required for Amtrak. Promoters of the SCMaglev argue that the computer systems will prevent a crash, but so did the German government before that fateful day when 70 percent of passengers were killed in the Lathen maglev accident.
- The risk of the levitated SCMaglev train rising out of the guideway must be evaluated. What would happen should the train hit a small object that momentarily lifts the front end while travelling at over 300 miles-per-hour? Currently there are no physical restraints to prevent the train from rising out of the guideway.
- Below 93 miles per hour, the train will ride on retractable rubber tires. This raises many safety issues. If there is a power interruption, the rubber wheels may need to immediately support the train travelling at over 300 miles-per-hour before it comes to a stop, which is twice the speed of a landing commercial aircraft.
- The dangers from the electromagnetic radiation need to be addressed. The BWRR *Alternatives Report* (November 2018) stated that people underneath the guideway “. . . need to maintain a minimum distance of 20 feet below the magnets . . .”

### **(3) SCMaglev Will Generate Insufficient Revenue Requiring Government Subsidies.**

Having followed the SCMaglev project since its initial announcement, it is still difficult to see how this system will generate the revenues needed to operate and maintain itself without the need for government subsidies. We all have received mixed signals for the TNEM and BWRR leadership, who at one time state that all the funds needed for maintenance and operation (M&O) will be generated by ridership, and at another that any system such as the one proposed requires private and public support, as in the use of tax dollars to provide financial support. Independent research by Dr. Owen Kelly, of George Washington University, seriously challenges BWRR ridership statements.

Dr. Owen's published research, *Ridership Revisited: The Official Ridership Forecast for the Proposed Baltimore-Washington Maglev Is a Factor of Ten Too High*<sup>1</sup>, provides a "deep dive" employing transparent methodology to project the likely SCMaglev ridership for the Baltimore to Washington, D.C. segment. His findings reinforce the report prepared by Ms. Carol Park<sup>2</sup> of the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute which discussed the demographics of Baltimore City. She argues the economic basis to support the SCMaglev does not exist as it does in Japan. In addition, Randal O'Toole of the Cato Institute states: "Clearly, the main users of the maglev line will be bureaucrats and lobbyists who will have someone else (mainly taxpayers) pay their way. What is less clear is why ordinary taxpayers should pay to build a line that they won't ever use . . ."<sup>3</sup>

To date, no major public rail system in the world operates without government subsidy. Amtrak is one of the best (pre-COVID), generating revenues that covered most of its annual M&O costs, and has shown improvement over the past decade, requiring a smaller percentage of M&O to be subsidized. While Amtrak openly provides its cost versus revenue analyses and projections, we have yet to see such projections and analyses from TNEM and BWRR to justify their revenue statements. One of the primary analyses as part of the \$27 million federal grant to study the feasibility of the system (a requirement for any business) is to determine if sufficient revenues can be generated to cover the M&O costs. Since the majority (approximately 80 percent) of the research to produce the Draft Environmental Impact Statement (DEIS) was funded by tax dollars, you as legislators and we as taxpayers have the right to know if the analyses on SCMaglev income and income sources versus costs for building, loan management, maintenance, and operation are financially sound. We all, you as legislators and we as the impacted public, should have a clear picture of the level of subsidies needed to keep the SCMaglev system financially afloat before we make the decision to approve it being built. It is long past time that this information is made available to you and for our review.

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While Amtrak openly provides its cost versus revenue analyses and projections, we have yet to see such projections and analyses from the TNEM and BWRR to justify their revenue statements.

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SCMaglev will likely pull ridership from Amtrak, its rival and competitor in the high-speed train arena, which will require Amtrak subsidies to be increased. In effect, taxpayers, most of whom would not be able to afford a ticket to ride the SCMaglev, will be forced to subsidize 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.

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<sup>1</sup> Kelly PhD, Owen. *Ridership Revisited: The Official Ridership Forecast for the Proposed Baltimore-Washington Maglev Is a Factor of Ten Too High*. 2021. <https://www.greenbeltonline.org/wp-content/uploads/2021/08/kelley202108.magrider.pdf>

<sup>2</sup> Park, Carol. Report from the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute - Lessons from Asia for the Northeast SCMaglev. Originally published in the Daily Record. December 7, 2018. Copy provided attached to this testimony.

<sup>3</sup> O'Toole, Randal. *Maglev to Destroy Habitat, Climate*. April 6, 2021. <https://www.cato.org/blog/maglev-destroy-habitat-climate>.

Let us remember our own prior experience in looking at a maglev system in Maryland. The Maryland Department of Transportation (MDOT) began to devote funding to the development and evaluation of a Maglev system in FY2001. At that time, the Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) commenced the Environmental Impact Study (EIS) for the project as required by the National Environmental Policy Act (NEPA). The final EIS was never published because 2003 and 2004 state-enacted legislation prohibited the funding of the project as the result of the final report of the Task Force to Evaluate the Development and Construction of a Magnetic Levitation Transportation System. In its final report, issued in 2003, the task force noted:

that, among other challenges, a significant amount of funding would be required to implement a Maglev system in Maryland.

It is very likely the SCMaglev will also require such taxpayer funds, and likely far more funding than the previous legislative advisory task force considered in its prior finding.

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

I again call your attention to a report by Ms. Carol Park, an analyst at the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute entitled: “Lessons from Asia for the Northeast SCMaglev.”<sup>4</sup> *(A copy is attached for your convenience)*

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 because 77 percent of seats continually were unoccupied.

Germany experimented with building a Maglev train. Following several years of development and building, with large and growing annual government subsidies, the lack of ridership, and a horrific crash that killed 70 percent of the passengers and injured the rest, on a system Germany certified as safe, the project was abandoned, the damage to communities and the environment can still be seen today.

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<sup>4</sup> Park, Carol. “Transportation Lessons from Asia for the Northeast Maglev.” The Maryland Public Policy Institute. December 7, 2018. [www.mdpolicy.org/research/detail/lessons-from-asia-for-the-northeast-maglev?fbclid=IwAR2C1sAfojicOFJ7J6jXCqvtGmKADrtVAopQpP7XRZnc38V25p8G5wWp2s4](http://www.mdpolicy.org/research/detail/lessons-from-asia-for-the-northeast-maglev?fbclid=IwAR2C1sAfojicOFJ7J6jXCqvtGmKADrtVAopQpP7XRZnc38V25p8G5wWp2s4).

For a current example of overpromise and underperformance, look no further than California's experience with its high-speed rail system, which has become a financial nightmare. With massive overruns, building delays, and homes, businesses, and private properties taken, there is still no working system. The governor finally "pulled the plug" and the initial project, which now has been significantly downsized. However, destruction of farms, vineyards, and personal property has occurred with no value returned to the California community. The severely downsized system is still experiencing massive cost overruns and building delays.

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 repeatedly stated that ticket prices will be similar to Amtrak's 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 a reliable and cost-effective transportation system, moving well over 8 million passengers (pre-COVID) into and out of Washington, D.C., annually."

#### **(5) TNEM and BWRR Have Made Many Claims About Jobs and Revenues But Have Yet to Share the Analyses Supporting These Claims.**

- The promoters of high-speed and maglev trains promise lots of jobs. In 2017 it was 75,000, now the number is reported to be 200,000 - **These job numbers are misleading or appear flawed.** The underlying analyses, which has been funded by a federal grant of public tax dollars, needs to be made available for public review.
- Since 2017, we have asked to see the basis of this claim, the work breakdown projections, and information to substantiate their statements - **We have not seen anything to substantiate BWRR's jobs projection.**
- Jobs created to build the SCMaglev will be short term. Once the system is built between Baltimore and Washington, D.C., the jobs in Maryland will end. The construction jobs will then move north if BWRR gains approval to extend the system to New York and Boston - **Maryland will lose these jobs and the related tax revenues as the construction moves to Pennsylvania and New York. In addition, there will be an increase in unemployed support costs until the displaced workers find work.**
- If the operation of Beltsville Agricultural Research Center, Patuxent Research Refuge, and the National Aeronautics and Space Administration's Optics Centers are curtailed or shut down, the career, high-paying jobs will be lost from Anne Arundel and Prince George's

Counties and the state of Maryland – **The long-term net effect is that Maryland will lose many career, high-paying jobs and their related tax revenue.**

- Many high-speed and maglev train projects across the world have cost far more than promised by the promoters. In some cases (e.g., California’s high-speed train fiasco), there has been an increase of many times the original projected cost (to date and growing), requiring increasing amounts of government (i.e., tax dollar) subsidies. - **When the cost is far more than projected, larger tax-dollar subsidies are required and forced on governments.**
- As high-speed and maglev train projects across the world experienced building delays - **Many have experienced protracted schedule overruns and far longer periods of disruption to impacted communities.**
- The tax dollars needed for moving forward with equitable, high-priority transportation infrastructure projects will likely be downsized or cancelled as funds are used to subsidize the building and operation of the SCMaglev. After the SCMaglev is built, the construction jobs are finished, subsidies will likely be needed to maintain the operation of the system. These tax dollars should be used to expand and enhance public transportation systems, as well as to maintain, repair, or enhance existing bridges, roads, and tunnels used by the vast majority of drivers and riders to commute and travel and as used by commerce (e.g., trucking and delivery) vehicles, which is the financial lifeblood of Maryland - **Tax dollars are better spent to help all residents, not the wealthy SCMaglev system owners and their “well heeled” riders.**
- The SCMaglev will take ridership from Amtrak and Acela, requiring increased subsidies to maintain the existing East Coast rail system - **Tax dollars will be used to subsidize two competing train systems.**
- BWRR states that large numbers of vehicles will be taken off the road – **Where is the analysis to support this claim?** The SCMaglev DEIS<sup>5</sup> refutes this statement in multiple places<sup>6</sup>, and with the annual growth of traffic in Maryland, whatever savings BWRR states will be made would likely be overcome by the annual pre-COVID-19 vehicle usage growth. Again, SCMaglev ridership will likely come from Acela or air flights, not cars commuting to and from Washington, D.C.
- COVID-19 has created a significant wrinkle for BWRR’s SCMaglev project and all mass transit ridership projections and revenues. Many agencies and support businesses have proven their knowledge workers can work remotely. The cost of office space in Washington, D.C. is very high, and agencies and businesses are already looking at downsizing their office footprint and invest the rent savings back into mission-related work – **How does the massive growth in remote working impact BWRR’s claims? Where is/are the analysis(es)?**
- As stated before, it is unlikely that greenhouse gases and road congestion will be reduced by the SCMaglev. The operation of SCMaglev maintenance vehicles would add to the existing traffic congestion - **SCMaglev will unlikely reduce greenhouse gases and more likely create an increase in road congestion.**
- Our tax dollars should be used for the infrastructure we all rely on and need. The construction jobs generated will be long-term, as there are miles and miles of roads, bridges, and tunnels that need maintenance, repair, and enhancement. In addition, with the continued improvement and expansion of MARC. Note: MARC provides a low-cost

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<sup>5</sup> DEIS – SCMagLev Draft Environmental Impact Statement

<sup>6</sup> See “SCMagLev DEIS Comments, Concerns, and Questions” section XXIX “Unsubstantiated Claims” pages 91 to 116, and 141 to 149. May 20, 2021. [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_12074e36746044e08fced7a57f081409.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_12074e36746044e08fced7a57f081409.pdf).

transportation option to a far greater number of Marylanders than the SCMaglev will ever provide - The long-term net effect is more long-term construction jobs will be available in Maryland rebuilding and enhancing MARC and the whole of our transportation infrastructure.

## **(6) The Need for Other Far More High-Value Transportation Infrastructure Improvements Outweigh Wasting Funds on Building the SCMaglev.**

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

Amtrak and the FRA completed an expensive multi-year EIS and review of Amtrak's Northeast Corridor Future (NEC) plan (2017).<sup>7</sup> One of the key findings in this report was that a new alignment was too expensive and not needed when the planned upgrades and rebuilding of the existing system was considered. With the FRA's approval of the *NEC Future* plan, Amtrak secured loans totaling \$2.7 billion, and is actively engaged in upgrading rail, equipment, and stations all along the Northeast Corridor.

Note: Maryland's own BWI Rail Station has been replaced with a larger, modern, and improved comfort building with upgrade technology at a cost of \$4.7 million.

Amtrak has built and is currently testing the next generation of train equipment capable of speeds in the 200 miles-per-hour range. The train is being designed and built in the United States, by American unions and trades, not imported from overseas as the SCMaglev and its supporting systems. More information on Amtrak's NEC Future and the status of the second-generation Acela are readily available on the Internet.

In a recent test, an existing MARC passenger train, running on existing track, and managed by existing control systems, travelled from Baltimore Penn Station (located in the heart of Baltimore City), stopped at the BWI Rail Station, and continued onto Washington, D.C.'s Union Station completing the run in 30 minutes. BWRR claims their SCMaglev can complete the run in 15-minutes, starting from the proposed Cherry Hill station (located on the far southern end of Baltimore City). The MARC ticket cost is \$10. The stated SCMaglev ticket cost is \$80 to around \$25; a range between twice to eight times the cost to ride the MARC train, all to save a theoretical 15-minutes of travel. As noted in Carl Park's article, the demographics of Baltimore City residents cannot afford to ride the SCMaglev on a regular basis. The MARC service is far more accessible and affordable.

Instead of wasting money to build a transportation system that will not serve Marylanders and take funds needed for transportation infrastructure, MCRT, CATS, and a long and growing list of community, civic, environmental organizations, cities and counties, as well as federal agencies,

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<sup>7</sup> U.S. Department of Transportation and Federal Railroad Administration. *NEC Future: A Rail Investment Plan for the Northeast Corridor*. Record of Decision. July 2017. <https://www.fra.dot.gov/necfuture/pdfs/rod/rod.pdf>.



believe it would be far better to invest those funds into MARC and the current Maryland transportation infrastructure.

For example, look around the room you are in. Everything you see — the structure, paint, electrical systems, electronics, furniture, and clothes and shoes you are wearing — the raw materials to the finished products were transported by commercial truck. Maryland's commerce and economic well-being requires a sound transportation infrastructure to operate efficiently. Such systems draw business to Maryland and improve the economic and tax revenue base of our state. How many Maryland bridges are rated "C" or lower and need to be repaired or replaced? Such work would be a far better use of Maryland's and, for that matter, federal tax dollars, than investing in and subsidizing an unnecessary high-cost train for the elite, "well-heeled" rider.

**AND . . .**

In this written testimony, we have not addressed security concerns associated with having a 300-plus mile-an-hour train flying down a guideway 150-feet in the air, or through a tunnel. What catastrophic results would occur if someone is able to access the track and executes an attack? Who is going to maintain the security envelope, what is the cost of these resources, and what will the state, cities and counties will be required (forced) to provide? All of this would take additional tax dollars, again dollars better used elsewhere.

I agree with the *Lessons from Asia for the Northeast SCMaglev* 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 to which I draw your attention:

- (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 oscillating magnetic fields as the train is 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 BWRR-Maryland Transit Administration (MTA) Open House (October 16, 2017) 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 force air into the tunnel on the side of the section filled with smoke as the next ventilation facility exhausts air from the tunnel. In other words, one ventilation facility will pressurize the tunnel ahead of the section with smoke while the alternate ventilation facility will depressurize the tunnel to exhaust the smoke into the atmosphere.



Our concern is that the source of a fire will likely be electrical. Such a fire consumes electrical insulation and lubricants. As identified in a Massachusetts Institute of Technology (MIT) study, when burned, these fuel sources produce both toxic and carcinogen compounds<sup>8</sup> that, 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 into the atmosphere can potentially create damaging respiratory effects, possibly leading to life-threatening scenarios for the residents and wildlife near the vents and inhaling these hazardous compounds.

**Our question:** What short-, mid-, and long-term health effects will this have on the affected community? If nothing else, it will have a negative effect on property values and their related property tax revenue. Who wants to raise their family next to a facility that may release poison into the atmosphere at any time?

As you may know, Anne Arundel and Prince George's Counties have naturally occurring radon gas. Radon gas is a known carcinogen, which is why homes and other buildings are tested across both counties. 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 building of the SCMaglev, we asked about water infiltration, drainage, and pumped water removal, as the tunneling under Linthicum will likely intersect the aquifer. Also, there is the question about monitoring and venting naturally occurring gases that leak into the tunnel through the same openings through which ground water enters, as the tunnel will serve as a large collecting system for ground leaching gases as it transits Anne Arundel County and the southern section of Prince George's 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, the intensity and length of time of exposure determines the severity of the side effects. Therefore, any low-level exposure, whether to radiation over a short or a long period, will likely have negative effects on human and wildlife resulting in health issues. Further, like long-term exposure to low-level radiation, long-term exposure to low levels of electromagnetic radiation may also have cumulative health effects on the human and wildlife. The electromagnetic radiation generated by the SCMaglev needs to be evaluated and publicly reported well before any building authorization is approved.

**Our question:** What long-term cumulative health effects will radon gas and electromagnetic radiation exposure have on the affected community as radioactive radon gas is vented into the atmosphere through the ventilation facilities?

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<sup>8</sup> As noted in an MIT study referenced in "SCMagLev DEIS Comments, Concerns, and Questions" section LI "The Building and Operation of the SCMagLev Will Have Significant and Potentially Health Harming Impacts on Human and Wildlife and Property" pages 122 to 131. May 20, 2021. [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_12074e36746044e08fccd7a57f081409.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_12074e36746044e08fccd7a57f081409.pdf).

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

As the train passes underground near and or below our schools, homes, and businesses, what effect will the resulting vibration have on the structures? Masonry structures do not fare well with constant exposure to vibration. Given that most of our homes and businesses are built on concrete foundations and masonry walls, continuous exposure to even low-level vibrations will likely have a cumulative effect, which will include cracking followed by water penetration, negatively impacting the structural integrity of the building. Such cracks allow groundwater and rainwater runoff to enter basements. Besides damp and wet basements, mold growth becomes another potential human health issue.

**Our questions:** What are the long-term health impacts of exposure to low-level oscillating electromagnetic fields and vibrations as the SCMaglev transit passes under our homes, businesses, and schools and their playgrounds?

### **In Summary:**

The MCRT and CATS have provided a list of reasons why the SCMaglev should be stopped now before Maryland is forced into a position where it has no choice but to make use of our needed tax dollars to directly or indirectly fund the SCMaglev building, maintenance, operation, and security. Our tax dollars are far better spent to replace, repair, and enhance MARC and our existing transportation infrastructure.

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### **And my concluding question:**

Are you willing to expose our families and children to find out what will be the long-term health effects?

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**Again, thank you for this opportunity to speak before you this afternoon, and To provide written testimony and links to a few of our position papers on reasons to oppose building and operating the SCMaglev.**

**Attachment 1:** “Lessons from Asia for the Northeast SCMaglev”  
(Copy attached – see pages 13-14).

### **Short Informational MCRT-CATS Position Papers and their links:**

- (1) CATS-MCRT Rpt - SCMagLev Biological Impact – 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_efecc0b083614963a73f1b04cebe4cec.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_efecc0b083614963a73f1b04cebe4cec.pdf)
- (2) CATS-MCRT Rpt - SCMagLev Biological Impact (Part 2) - 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_54c8689b28194a99afcd5e4b404efebe.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_54c8689b28194a99afcd5e4b404efebe.pdf)
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- (3) CATS-MCRT Rpt - Amtrak the Better Alternative – 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_62a178a0ce394b6b887b1c4e4f3c44f4.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_62a178a0ce394b6b887b1c4e4f3c44f4.pdf)
- (4) CATS-MCRT Rpt - The Next Generation of Acela – 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_60c28f6fdad84512802de36f7a79e54d.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_60c28f6fdad84512802de36f7a79e54d.pdf)
- (5) CATS-MCRT Rpt - What Impact Would the Have on Our Communities?– 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_f767cb0eb0724bfb8341cd86df2ab1a4.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_f767cb0eb0724bfb8341cd86df2ab1a4.pdf)
- (6) CATS-MCRT Rpt - Is the SCMagLev Safe? – 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_47f2ce2871e24664b8f100db013793ad.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_47f2ce2871e24664b8f100db013793ad.pdf)
- (7) CATS-MCRT Rpt - Is the SCMagLev Safe? (Part 2) – 20210111 [https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640\\_6181d1a331f94219969c286bc0efec33.pdf](https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_6181d1a331f94219969c286bc0efec33.pdf)
- (8) Kelly PhD, Owen. Ridership Revisited: The Official Ridership Forecast for the Proposed Baltimore-Washington Maglev Is a Factor of Ten Too High. 2021. <https://www.greenbeltonline.org/wp-content/uploads/2021/08/kelley202108.magrider.pdf>
- (9) O’Toole, Randal. Maglev to Destroy Habitat, Climate. April 6, 2021. <https://www.cato.org/blog/maglev-destroy-habitat-climate>.

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Maryland Coalition for Responsible Transit (MCRT) evaluates transit projects for social equity, environmental justice, economic viability, and community accessibility. We believe that the Baltimore Washington (BW) SCMaglev must be stopped in order to implement future transit projects that meet our criteria of a much lower price and much less risk and impact to communities. Thus, we support the no-build option and are working to stop this project through the National Environmental Policy Act process. For more information about MCRT see our website at: [www.mcrt-action.org](http://www.mcrt-action.org).

Citizens Against the SCMaglev (CATS) is a confederation of scientists, engineers, experts, community organizations and citizens in support of transportation infrastructure improvements that benefit our communities, state, and nation. CATS opposes the construction of an expensive transportation system serving a small minority of the wealthy at the cost of taxpayer funds far better used to maintain and improve the transportation infrastructure needed and used daily by all citizens, businesses, and commerce. For up-to-date information on the SCMaglev opposition, see our Facebook page at: [www.facebook.com/groups/CitizensAgainstSCMaglev](https://www.facebook.com/groups/CitizensAgainstSCMaglev).

## Attachment #1

Report from the Center for Business and Economic Competitiveness at the Maryland Public Policy Institute

### **Lessons from Asia for the Northeast SCMaglev**

Originally published in the *Daily Record*.

December 7, 2018

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, D.C. 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 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 is 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 D.C., 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 D.C.

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](mailto: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](http://www.mdpolicy.org/research/detail/lessons-from-asia-for-the-northeast-maglev?fbclid=IwAR2C1sAfojicOFJ7J6jXCqvtGmKADrtVAopQpP7XRZnc38V25p8G5wWp2s4).

# **MOS SB0050 Magnetic Levitation .pdf**

Uploaded by: Kurt Schwarz

Position: FAV



## MARYLAND ORNITHOLOGICAL SOCIETY



January 24, 2023

### **Committee: Budget and Taxation**

### **Testimony On: SB0050: State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System**

### **Position: Support: SB0050**

The Maryland Ornithological Society (MOS) and Safe Skies Maryland ask that the Senate Budget and Taxation Committee give a favorable report of SB0050 and move it to the full Senate. The bill would prohibit State from using any appropriations for a magnetic levitation (MAGLEV) system in the state of Maryland, except to fund review of permits or other approvals for a MAGLEV system.

MOS is a Maryland-based volunteer organization of some 1800 members, with 15 chapters in Maryland. We are devoted to the study, preservation and enjoyment of birds and their habitat. Safe Skies is an initiative of MOS to raise awareness state-wide of the threats posed to migratory and resident bird by collisions with man-made structures, and how to employ science and technology solve this issue.

Our reasons for supporting this bill are occasioned by the proposed MAGLEV line between Washington, D.C. and Baltimore. MOS opposes this project because it would have far-reaching negative impacts, in some cases irreversible, on native and migratory birds and the habitats that support them, by the taking or alteration of protected public lands and natural areas; and by the impacts to bird species that are rare, threatened or identified as species in greatest need of conversation.

Proposed alignments would carve up and fragment large parts of the last large green space between Washington and Baltimore. The impacted areas would be Beltsville Agricultural Research Center (BARC) and the Patuxent Research Refuge (PRR), but also the Baltimore-Washington Parkway, the

NASA Goddard Space Flight Center, the Greenbelt Forest Preserve, a number of local parks in the District of Columbia, Prince George's County, and Anne Arundel County, and notably the Maryland Job Corps' Woodland Center, Bladensburg Waterfront Park, Northway Fields Park, and Maryland City Park.

Both build alternatives would carve a 180-acre Train Maintenance Facility (TMF) out of either BARC and/or PRR. A Maintenance of Way (MOW) site, and a 600-space parking lot of unknown acreage would be added to the TMF. The Maintenance of Way is particularly problematic since its impacts would likely be permanent, not temporary. A further MOW is also needed elsewhere on the chosen alignment. Further acreage would be destroyed for nine Fresh Air and Emergency Egress Sites (FA/EE), totaling another 34 acres. Sixty-five acres would be used for Electric Power Substations. Further acres would be taken by access roads.

The impact on birds would be considerable. A recent, much-cited, study has shown that North America has lost 3 billion birds, 29% of its total population, since the 1970s.<sup>1</sup> The Maryland Department of Natural Resources has designated certain Species of Greatest Conservation Need (SGCN), including American Kestrel, Blue-winged Warbler, Eastern Meadowlark, Prairie Warbler, Red-headed Woodpecker, Savannah Sparrow, Vesper Sparrow, and Yellow-breasted Chat.<sup>2</sup> At least 261 bird species have been recorded on PRR and 240 at BARC. All of the SGCN species noted above have been recorded at PRR and/or BARC, and some breed there. For example, American Kestrel, a rapidly declining species, finds BARC one of its few strongholds, with a number of successful nesting pairs. Forest habitat would be fragmented, negatively impacting Forest

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<sup>1</sup> Rosenberg, et al, Decline of the North American Avifauna, Science, vol 366, issue 6461, pp. 120-124, 4 October 2019.

<sup>2</sup> Maryland Department of Natural Resources, Maryland State Wildlife Action Plan 2015-2025, chapter 3, Maryland's Wildlife and Species of Greatest Conservation Need, pages 39-45.



Interior Dwelling Bird Species (FIDS), which are in serious decline due to forest fragmentation..

Loss of forest and replacement with cleared or impervious surfaces will also increase sediment and other non-point-source pollution of local waterways, most notably Beaverdam Creek. This is a Tier II stream with good water quality that supports spawning anadromous fish. Herons and other fish-eating birds frequent the creek and adjacent wetlands; it is used in winter by a wide variety of waterfowl feeding on aquatic vegetation and is also the site of an active Bald Eagle nest within BARC. The Little Patuxent River, which feeds into the Patuxent and thence to Chesapeake Bay, would also be severely impacted. This stream supports a fairly diverse biological community, including osprey, eagles, kingfishers, herons and other fish-eating birds. It also has an active sport fishery for Bass and stocked Trout. The project could also reroute the channel of the Little Patuxent River.

The diversity of bird species and their habitats is under increasing threat. Unless concerted efforts are taken in the near future Maryland will lose some of its greatest assets – healthy natural systems and the wide range of birds, plants, and other wildlife that they support. Maryland risks economic impact as well as a decrease in quality of life. An estimated 900,000 residents and non-residents enjoy birding in the state. While Marylanders generated \$483 million from wildlife-watching activities in 2011, the Total Industrial Output (TIO), which includes, direct, indirect, and induced effects, totaled over \$909 million, produced 10,807 full- and part-time jobs, and generated \$88.4 million in state and local tax revenue. Nationally, Americans who watch and feed birds contribute \$41 billion to the nation's economy every year.<sup>3</sup>

In light of our opposition to the DC-Baltimore MAGLEV system, we believe that it is appropriate to prohibit any state funding of a MAGLEV system. MOS supports mass transit as a means of reducing greenhouse gases, which through climate change pose an existential threat to birds and other wildlife. The proposed MAGLEV system by its own admission will be unaffordable for most people, and so will not in any way seriously reduce

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<sup>3</sup> US Fish and Wildlife Service, Economic Impact: Birds, Birdwatching and the U.S. Economy, November 16, 2017.

automobile usage, traffic, or emissions. MOS urges the Committee to issue a favorable report on SB0050.

Sincerely,



Robin G. Todd PhD, BCE Emeritus  
Chair, Conservation Committee  
Maryland Ornithological Society  
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**SB0050.pdf**

Uploaded by: Laura Bonkosky

Position: FAV

I am in favor of prohibiting state financing to the Maglev. This is a project that is harmful to the communities in its path, and stands to benefit a very few.

Our tax dollars are much better spent on transportation that will reduce pollution and ease congestion. The Maglev will do neither, so we should not be spending any state money to support it.

# **SB50 Prohibited Appropriations MagLev 1-25-23 favo**

Uploaded by: Rhonda Kranz

Position: FAV



## Environment Committee

**Committee:** Budget & Taxation  
**Testimony on:** SB50 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System  
**Organization:** Takoma Park Mobilization Environment Committee  
**Submitting:** Rhonda Kranz  
**Position:** Favorable  
**Hearing Date:** January 25, 2023

Dear Mr. Chair and Committee Members:

Thank you for accepting our written testimony today in support of SB50. 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 HB50. 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; and generally relating to State appropriations for magnetic levitation transportation systems.

Maryland has experienced significant cost overruns in large transportation projects. The Purple Line has encountered major financial problems with a cost overrun of over \$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.

There are still many questions about the safety and reliability of MAGLEV technology. Despite assurances from the Japanese on how well their system will work in the US, the construction of their SCMAGLEV train is way behind schedule and the short test section has had less riders since its inception than METRO typically has in one day. Maryland should not gamble on untested transportation technology that is far from proven to be safe or economical for our communities.

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 and indirectly 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 SB50.

**FAVORABLE - SB0050 - 2023 State Finance - Prohibit**

Uploaded by: Susan McCutchen

Position: FAV



January 25, 2023

**Written Testimony in Favor of SB0050 – State Finance – Prohibited Appropriations –  
Magnetic Levitation – Transportation System (Cross-file HB0106)**

Chairman Guzzone, Vice Chair Rosapepe, and Members of the Budget and Taxation Committee,

My name is Susan McCutchen. I am writing in support of SB0050, sponsored by Senators Paul Pinsky, Pam Beidle, and Malcolm Augustine. 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 the above caveat, the bill should be acceptable to BWRR and the Northeast Maglev, as they repeatedly state they are a private company and will not need to seek state funds. Interestingly, one of their stated arguments in opposition to the bill is that, while they do not need state funds, they want them to be available just in case financial support is needed later. A declared self-sustaining private enterprise, they are actively seeking Infrastructure Investment and Jobs Act funds to continue to tap into the taxpayer funds they are liberally spending in the development phase of the proposed project. Furthermore, they proffer the hackneyed argument that such legislation would send the wrong message to developers of innovative forms of transportation and discourage them from doing business with Maryland. *The reality is that this bill would address only one specific overblown proposed project* that has proven unable to support broad and questionable promises of an influx of good-paying jobs, advanced technology education programs, and the uplifting of environmental justice communities to bring them and the state untold prosperity.

In thinking about the possible construction of the SCMaglev transportation system, I am reminded of the work stoppage and cost overruns of the long-suffering 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 or suffer living with a useless, uncompleted behemoth dissecting our communities.

Thank you for this opportunity to provide favorable written testimony. I look forward to SB0050 moving out of committee and going forward.

Sincerely,

*Susan R. McCutchen*

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

**SB0050 MAGLEV.pdf**

Uploaded by: Cecilia Plante

Position: FWA



## TESTIMONY FOR SB0050

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

**Bill Sponsor:** Senator Pinsky

**Committee:** Budget and Tax

**Organization Submitting:** Maryland Legislative Coalition

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

**Position:** FAVORABLE WITH AMENDMENTS

I am submitting this testimony in favor of SB0050 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.

# **SB50\_MDCC\_State Finance – Prohibited Appropriation**

Uploaded by: Andrew Griffin

Position: UNF



**MARYLAND**  
Chamber of Commerce

**LEGISLATIVE POSITION:**

**UNFAVORABLE**

**Senate Bill 50**

**Prohibited Appropriations – Magnetic Levitation Transportation System**

**Budget & Taxation Committee**

**Wednesday, January 25, 2023**

Dear Chairman Guzzone and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce (the Chamber) is the leading voice for business in Maryland. We are a statewide coalition of more than 6,400 members and federated partners working to develop and promote strong public policy that ensures sustained economic growth and recovery for Maryland businesses, employees, and families.

Senate Bill 50 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 essentially 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. Mass transportation projects, such as Maglev, create jobs, generate economic activity and transform Maryland into a leader in 21<sup>st</sup>-century transportation solutions.

Further, 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 the number of cars on the road.

Finally, SB 50 represents the “slippery slope” of the use of public funds for the state's mass transportation projects. The Chamber is concerned with the potential precedent setting nature of banning the use of public funds for one project versus another.

For these reasons, the Chamber respectfully requests an **unfavorable report** on SB 50.

MDCHAMBER.ORG

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

# Prince George's County Contract's and Business Ass

Uploaded by: Ashley Mcmillian

Position: UNF

January 25, 2023

**SB0050**

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, and the  
Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees,

The Prince George’s County Contractor’s and Business Association writes today to express our opposition to SB0050. This bill aims to effectively prohibit the construction of a Maglev system anywhere in Maryland, regardless of these projects’ potential benefits, such as thousands of construction jobs, millions in economic development, and overall bolstering of Maryland businesses.

This bill was written without any clear consideration of what preemptively eliminating investment options would mean for Maryland, and will negatively impact projects such as BWRR (Baltimore-Washington Rapid Rail), a project that has pledged to finance their project without requesting state funds whatsoever. This bill aims to slash the potential of this project without any regard or consideration of the merits of the Maglev technology or the potential for solutions to issues that cannot be solved without innovative, advanced transit systems.

The language in this bill is so sweeping and nearsighted that it will undoubtedly impact projects far past that of BWRR. As an organization that supports businesses and economic development, we are acutely aware of the impact that transportation has on prosperity. With an intermediate stop at BWI Airport, this project has the potential to benefit the state greatly. The Draft Environmental Impact Statement (DEIS) has even concluded the following: “While the number of job opportunities would increase, the labor market impact is two-fold. Some workers would find jobs and transition from unemployment to employment. Some workers would find better jobs than they have currently as they now face a large selection of job opportunities. In this instance, underemployed workers would find jobs that better fit their skills with an associated increase in labor productivity and earnings.”

We simply cannot support a bill that directly undermines such promising economic and social opportunities. Decisions about appropriate transportation modalities should be made based on the expert advice of transportation planners and Federal, State, and county transportation professionals. They should be based on a complete understanding of all of the relevant factors, pro and con, not a priori conclusions. We believe that SB0050 takes the position “my mind is made up; don’t confuse me with the facts.”

Accordingly, The Prince George’s County Contractor’s and Business Association **opposes SB0050** and respectfully requests the bill be given an unfavorable report.

Sincerely,

*Bruce Branch*

Bruce Branch  
Executive Director



# **SB0050 Testimony - National Action Network.pdf**

Uploaded by: Ashley Mcmillian

Position: UNF



**THEME: UNMUTE & REBOOT**

**GREATER BALTIMORE CHAPTER**  
601 N. Eutaw Street | Baltimore, MD 21201

January 25, 2023

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy,  
and the Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED APPROPRIATIONS –  
MAGNETIC LEVITATION TRANSPORTATION SYSTEM

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees,

As vice president of the National Action Network's Greater Baltimore Chapter, I am writing to express our organization's strong opposition to SB0050.

As one of the leading civil rights organizations in the nation, we fight for one standard of justice and equal opportunities for all people regardless of race, religion, ethnicity, citizenship, criminal record, economic status, gender, gender expression, or sexuality.

Not only would the SCMAGLEV project bring unprecedented economic opportunity to our region, but the team behind the project has committed to diverse, equitable and inclusive project development. The team has worked extensively with South Baltimore communities to establish trust-based communication and is committed to facilitating equitable transit-oriented development. This project represents the exact type of opportunity the National Action Network fights for daily. Preemptively removing the ability for Maryland citizens to invest in innovative technology that has the capacity to drastically improve the lives of many sends a clear message to citizens that their voices, time, energy, and future don't matter.

I strongly urge the committee to consider the long-lasting implications that this bill will have on future technological investment within the state. Not only does this bill represent the dismissal of Maryland voices, but it is also incredibly short-sighted, as it curtails the future of all potential maglev projects.

Furthermore, it is worth repeating that the company behind the SCMAGLEV has pledged to not request appropriations and they haven't received any.

We ask for an unfavorable report on SB0050 to keep Maryland's future bright for all of our hardworking citizens.

Sincerely,

*Gerald Stansbury*

Gerald Stansbury  
Vice President for State Legislative Advocacy  
Greater Baltimore Chapter National Action Network

Greater Baltimore Chapter National Action Network # 443-858-1940  
[NAN.bmore@yahoo.com](mailto:NAN.bmore@yahoo.com) @NANBaltimore Facebook @NANBaltimore Twitter Nanbmoregreater.net website  
Cash App \$NANGBC

# **Maryland Hispanic Chamber of Commerce - Testimony**

Uploaded by: Daniel Trujillo Esmeral

Position: UNF

January 24, 2023

**SB0050**

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

The Honorable Brian J. Feldman  
Vice Chair, Senate Education, Energy, and  
the Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees,

On behalf of the Maryland Hispanic Chamber of Commerce’s hundreds of member businesses and thousands of employees in Montgomery County, this letter is in Opposition to SB0050 - State Finance – Prohibited Appropriations – Magnetic Levitation - Transportation System.

This legislation has not changed from prior appearances before this committee and should receive a similar fate. Passage of this obstructionist legislation would make a strong statement about Maryland – that State leadership is closed to innovation.

We believe the State and the region should be open to any and all ideas that seek to ameliorate our pressing problem of congestion, which threatens our economy’s growth on a daily basis.

Let’s stop putting up barriers to progress. Our local businesses certainly will not benefit from such a position. Large scale investments in our state should be encouraged as they provide substantial jobs and enhancement to the economic health of our business community.

We ask you to please vote UNFAVORABLE on this short-sighted bill which reflects the lack of long-range planning for our community’s future and that of the State. Thank you for your consideration of our remarks.

**2023 SB0050 BWRR Testimony - Oral.pdf**

Uploaded by: Ian Rainey

Position: UNF

January 25, 2023

**SB0050**

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

The Honorable Brian J. Feldman,  
Chair Education, Health, and the Environment  
Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: **TESTIMONY IN OPPOSITION TO SB0050—STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees:

My name is Wayne Rogers, and I am the Chairman/CEO of Baltimore-Washington Rapid Rail (BWRR). I appear before you today to convey our **strong opposition to SB0050**.

BWRR is a railroad franchised by the Maryland Public Service Commission (PSC) to operate a 311mph Superconducting Magnetic Levitation (SCMAGLEV) train between Washington, D.C. and Baltimore. Once constructed, the train will take passengers between Baltimore and Washington in just 15 minutes, accounting for a stop at BWI Airport. Not only will the project result in “substantial economic and social benefits to Baltimore and the State of Maryland,” as deemed by the Maryland PSC, but most notably, the project is not requesting any State appropriations.

SB0050 aims to prohibit any appropriations from being used by the State or certain units or instrumentalities of the State for a Magnetic Levitation system in the State. Passing a bill prohibiting appropriations that have not been requested is not only bad public policy, but also sends a clear message to Maryland citizens: that the region’s current rail transit system continues to be deeply misunderstood and dismissed.

One of the main arguments behind this bill is that the Maryland taxpayer should never be “on the hook” for a project such as ours, further implying that State funds are better used elsewhere to improve and upgrade existing rail. Not only is this flawed logic due to current rail infrastructure having already nearly met physical limits, but the Draft Environmental Impact Statement (DEIS) conducted by the Federal Railroad Administration (FRA) confirms that the BWRR SCMAGLEV would, in fact, alleviate pressure on current rail infrastructure and Maryland taxpayers. It states, “To the degree that trains in the corridor are expected to be at capacity between 2030 and 2045, these diversions [to SCMAGLEV] free up capacity for additional travelers without making public investment to add capacity.”

In other words, by alleviating stress on over-capacity systems, such as MARC and Amtrak, taxpayers will see savings through added transit capacity and reduced traffic -- without state appropriations. These savings can be reinvested in improving first- and last-mile transportation systems throughout the state, providing lawmakers the opportunity to invest in the robust transit future so many Marylanders wish to see. The idea that State funds would be viewed as “wasted” if used on innovative, safe, and reliable



modes of transit is not only disappointing, but **untrue and short-sighted**, as investing in complementary rail systems has been thoroughly researched and found to improve the state's overall transportation grid.

While the SCMAGLEV is not requesting State funding, passing a bill that prevents the State of Maryland to further pursue remedies to resolve issues that plague Maryland citizens each and every day is simply a statement that we cannot support. Furthermore, BWRR is 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.

SB0050 would signal to Maryland citizens and to the world that the state is closed to innovative, future-oriented, and true solutions to worsening issues.

For these reasons, Baltimore-Washington Rapid Rail **strongly opposes SB0050** and urges the committee to submit an **unfavorable report**. Thank you for the opportunity to appear.

Sincerely,

Wayne L. Rogers  
Chairman/CEO



# **SB 0050 Testimony State Financing Prohibition Magl**

Uploaded by: Jeffry Guido

Position: UNF



**Maryland Senate – Budget and Tax Committee**

**Chair: Guy Guzzone**  
**Vice Chair: Jim Rosapepe**

**Senate Bill 0050 – State Finance Prohibited Appropriations Magnetic Levitation Transportation System**

**Position: Oppose**

The construction costs would be split between the Japanese government, the Central Japan Railway and the U.S. government, with no need for a state contribution and without subsidies once the train is built and operating. Independent ridership and revenue studies validate the financial feasibility of the project, which substantiated that operating and maintenance costs are projected to be completely offset by revenues. No state money will be used on this project. The funding for the environmental study was supplied by the federal government through the Maglev Deployment Program, with matching funds from the private sector.

In comparison, Amazon was being lured to Maryland with an \$8.5 billion package which would be the largest publicly known incentive offered to Amazon in exchange for building its second headquarters. Governor Hogan had called it “the single greatest economic development opportunity in a generation.” Legislative analysts said the package would cost state and local governments \$6.5 billion over the next 35 years in lost tax revenue and increased costs.

Baltimore Washington Rapid Rail SC MagLev has no such tax incentive, with a projected 74,000 Union construction jobs and 1500 permanent jobs. Union construction workers make an estimated 20% to 30% more than their non-union counterparts and have a benefit package that includes health care for themselves and their dependents, a defined benefit pension plan and the largest self-funded successful apprenticeship programs not only in MD but in the U.S. as well.

We ask for an unfavorable report by the committee.

Sincerely,  
Jeffry Guido

(E) [consultingbyjlg@gmail.com](mailto:consultingbyjlg@gmail.com) (C) 240-687-5195

- Electrical Workers
- Insulators
- Boilermakers
- United Association
- Roofers
- Cement Masons
- Teamsters
- Laborers
- Bricklayers
- Ironworkers
- Sheet Metal Workers
- Elevator Constructors
- Painters
- Operating Engineers
- Carpenters

**Joe Gaskins 2023 SB0050.pdf**

Uploaded by: Joseph Gaskins

Position: UNF

January 25, 2023

**SB0050**

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, and the  
Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: **SB0050** State Finance and Procurement - Prohibited Appropriations - Magnetic  
Levitation Transportation System

POSITION: **OPPOSE**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and  
Education, Energy, and the Environment Committees,

I am writing to share my opposition to SB0050. Additionally, I'm expressing my strong support  
for the Baltimore-Washington Rapid Rail high-speed rail project that will connect Baltimore to  
Washington D.C. in 15 minutes.

As a community activist and entrepreneur, I see first-hand the multitude of benefits this  
transformative transportation system would have on the region. I'm excited about the  
possibilities for investment and employment for businesses throughout our region, bolstering the  
economic futures of thousands of residents.

I've been fortunate to have in-depth conversations with Baltimore-Washington Rapid Rail about  
their plans to develop the SCMAGLEV system equitably. Making sure that women and people  
of color have equitable access to the multitude of opportunities associated with this project is  
crucial to aligning with our state's ambition of building a brighter future for all Marylanders.

BWRR is not asking, and has pledged not to ask, for state funds in developing the project. This  
means SB0050 is a bad solution to a non-existent problem. Additionally, it sends a frightening  
message to future generations that we have no qualms making short-sighted decisions before  
they even have a chance to weigh in, an affront to their autonomy. They must have every tool at  
their disposal to fight the climate crisis and build the transportation system they want. I ask that  
the committee not take a viable option off the table.

At this time, I ask that the committee submits an unfavorable report on this bill.

Sincerely,

Joseph Gaskins

President & Chairman of the Board

Prince George's County Contractor's & Business Association

**gbbcc Testimony - 1-24-2023.pdf**

Uploaded by: Kendrick Tilghman

Position: UNF



**GREATER BALTIMORE BLACK CHAMBER OF COMMERCE  
(GBBCC)**

January 25, 2023

**SB0050**

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, and the  
Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED  
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees:

As a long-standing community partner, the focus of the Greater Baltimore Black Chamber of Commerce is on the facilitation and creation of business opportunities and resources for black-owned businesses, fostering business growth that results in increased employment of city residents, reinvestment in, and sustainability of predominantly African American communities - this bill stands in the way of the type of progress we stand for.

This bill will limit the State's ability to ever invest in any magnetic levitation transportation technology.

As important as the greater Baltimore region is to us, we recognize that a project like this represents more than just the Baltimore area. It represents job opportunities, business

1325 Bedford Ave Suite 5941

Baltimore, MD 21282

443.424.2201

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.

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 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,

Kendrick Tilghman  
President  
Greater Baltimore Black Chamber of Commerce  
1325 Bedford Avenue, Suite 5941  
Pikesville, Maryland 21208



# **Lakeland Community Association Partnership - Testi**

Uploaded by: Lindsay Pedersen

Position: UNF



Lakeland Community Association Partnership Inc.  
Facebook: Lakeland Community Association Partnership  
Pamela Oliver 410-814-9982 [lcap21230@gmail.com](mailto:lcap21230@gmail.com)

January 23, 2023

## **SB0050**

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, and the  
Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

### **RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and  
Education, Energy, and the Environment Committees,

At Lakeland Community Association Partnership Inc. (LCAP), we have three primary purposes:  
to promote, preserve, and protect our community. We do this by connecting and engaging with  
our residents, and also by supporting projects, programs, and activities that inspire growth within  
the neighborhood. The Baltimore-Washington Rapid Rail (BWRR) Superconducting Magnetic  
Levitation train (SCMAGLEV) is a prime example of an opportunity to improve the quality of  
life for Lakeland residents. We encourage the project’s development, particularly since BWRR’s  
preferred South Baltimore station would bring a new source of jobs and investment to our  
community. **SB0050 aims to directly negatively impact this project, and thus, we cannot  
support this bill.**

Aside from the concrete economic and employment opportunities that the project will deliver,  
the Draft Environmental Impact Statement (DEIS) affirms that the SCMAGLEV will directly  
benefit the communities surrounding project stations in many more ways. The DEIS states,  
“Transit-oriented development (TOD) opportunities around station locations, particularly in  
Baltimore, would potentially include expanded housing and employment opportunities for  
residents; increased retail, especially supermarkets; improved vehicular and bicycle safety; direct  
ferry access to downtown Baltimore; enhanced security, lighting, and wayfinding; and added  
community amenities (for example, recreation, landscaping, waterfront access).”

Yes, the economic and employment opportunities that the SCMAGLEV will provide are of equal importance to the above, but it's these day-to-day improvements to the overall well-being of South Baltimore communities – within aspects of safety, transit, and overall quality of life – that make this project all the more promising. SB0050 threatens to not only revoke these concrete opportunities for our communities that are outlined in the DEIS, but this bill also preemptively dampens future innovative ideas.

Moreover, we have had continued communication and involvement with the BWRR team, such as our collaboration on multiple recent community events, and can conclusively state that they are committed to supporting our residents and their needs. As previously stated, our priority is to improve the lives of our Lakeland residents. This project will deliver those improvements. We are eager to welcome the SCMAGLEV to South Baltimore, as it will usher in an era of improved transit and investment in communities that have long been awaiting these opportunities.

**Seeing as SB0050 goes against our primary purposes as an organization and community association, we ask that you submit an unfavorable report of this bill.**

Sincerely,

Pamela Oliver  
Lakeland Community Association Partnership, Inc.

“Building a Better Community Together with LOVE”

**MBCP 2023 SB0050.pdf**

Uploaded by: Lisa Ellis

Position: UNF



## Maryland Business & Clergy Partnership

[www.BusinessClergyPartnership.com](http://www.BusinessClergyPartnership.com); [Maryland.bcp@gmail.com](mailto:Maryland.bcp@gmail.com)

January 25, 2023

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, and the Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: **TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Position: **OPPOSE**

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Energy, and the Environment Committees,

I am Lisa Ellis, Executive Board Member of the Maryland Business Clergy Partnership (MBCP), writing on behalf of our Membership to share our **opposition to SB0050** and our strong support for the Baltimore-Washington Rapid Rail (BWRR) high-speed rail project that will connect Baltimore to Washington D.C. in 15 minutes.

MBCP is a bipartisan organization with a mission to bridge the gaps between businesses, faith-based communities, elected officials and governments. Our goal is to make a difference in every community throughout Maryland by changing the political climate through policy and advocacy to open up doors for all.

MBCP has led numerous successful campaigns that have produced real change throughout the state. We feel strongly about partnering with businesses, organizations, and activists that are committed to help producing change from within. A project like BWRR's signifies opportunities, education, and hope for our state in a time where opportunities are lacking.

Thousands of jobs will be created in the region not only during the construction phase of the project but will also serve as a pathway to various employment fields and provide workforce

training. Baltimore-Washington Rapid Rail is dedicated to working with organizations like ours to develop the necessary education programs to build this workforce. The newly educated and skilled workers will have a lasting effect for generations to come.

This bill could prohibit the state of Maryland and its citizens from seeing the benefits of a project like this. The project would bring a \$6.5 billion increase in GDP from construction and \$268 million annually from operations and would mean opportunities for contracts for local businesses and cleaner air for all.

Seeing as our mission is to serve as a proponent for opportunity and change for Maryland residents, this bill stands in the way of the very principles our organization is built on.

**Thus, we ask that you submit an unfavorable report on SB0050.**

Sincerely,

Lisa Ellis, Executive Board Member  
Maryland Business Clergy Partnership



# **Patriots Technology Training Center - Testimony 20**

Uploaded by: Thurman Jones

Position: UNF



*“Empowering Students Through Technology”*

*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)

January 23, 2023, SB0050

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

The Honorable Brian J. Feldman  
Chair, Senate Education, Energy, & Environment Committee  
2 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO SB0050 —STATE FINANCE – PROHIBITED APPROPRIATIONS  
– MAGNETIC LEVITATION TRANSPORTATION SYSTEM

Dear Chair Guzzone, Chair Feldman, and Members of the Senate Budget and Taxation and Education, Health, and Environmental Affairs Committees:

As President of Patriots Technology Training Center, I am writing to express our organization’s strong opposition to SB0050.

For over 25 years, our organization’s mission has been to empower students through technology by encouraging students to enter promising education and career paths in the science, technology, engineering, and mathematics (STEM) fields.

The Patriots Technology Training Center has served thousands of students in the region through our countless programs, camps, workshops, conferences, and partnerships. We know what projects hold promise for today’s (and tomorrow’s) youth, and what projects don’t. Northeast Maglev represents this promise, and with stations and headquarters in accessible, central locations to Maryland schools and universities, this project holds great potential for our younger generations to be a part of the most advanced transportation system in the world. Our students will have the ability to learn within an extremely unique technological pipeline.

Further, we recognize that a project like the SCMAGLEV will benefit businesses and citizens far beyond the Baltimore-Washington region. It represents development and community growth for millions along the Northeast Corridor. It symbolizes a future with less pollution and more transit-oriented development.

SB0050 is a clear attempt to stop the SCMAGLEV. But this legislation will not just negatively impact Northeast Maglev. It will ultimately stifle the opportunity for our future generations to benefit from promising career paths and apprenticeships, economic development, and a cleaner environment.

The Patriots Technology Training Center cannot support SB0050 as it proposes direct negative impacts on the state’s current students and future leaders. We ask that you please submit an unfavorable report on this bill.

Sincerely,

  
Thurman Jones President