

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.