

HB106 - Maglev oral testimony.pdf

Uploaded by: Anne Marie Belton

Position: FAV

CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD 20770



Good afternoon, my name is Emmett Jordan, Mayor of the City of Greenbelt
I am testifying in support of HB106

- 1) Any state resources that could go to the proposed Maglev would be far better spent on sustaining and improving existing rail and local transit services. **High speed Amtrak service, the MTA, MARC trains, and WMATA provide far greater benefit to Marylanders in terms of access and affordability.** Substantial public investments to sustain and improve these services will be required in the coming years. Funding for these services, funding for bicycle and pedestrian connections, and ways to move commuters to our transit hubs are the best place to put taxpayer resources.
- 2) The information presented to the public about the MAGLEV so far does not show operating and maintenance costs offsetting revenues. Huge unanswered questions remain regarding the financial viability of the project.

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

The project was touted as a private venture where no public funds were to be requested. If the project is viable, then let the private sector pay for it!

- 3) The Federal Railroad Administration released a Draft Environmental Impact Statement for the project in 2021. The City performed a thorough review of the project that uncovered many, many pages' worth of errors and omissions. **The project's ridership estimates and related projections (including travel time savings, induced travel, and reliability benefits)** are grossly over-inflated, leading to further inflation of estimated congestion relief and projected revenues.
- 4) The MAGLEV would also destroy sensitive environmental resources and habitats; impact rare, threatened and endangered species; and eliminate vast swaths of tree canopy that are treasured by Marylanders. The project could impact nearly 89 acres of wetlands and up to 30 acres of **Maryland Nontidal Wetlands of Special State Concern (NTWSSC)**. These wetlands have exceptional ecological or educational value of statewide significance.

The impacts to the NTWSSC located in the Greenbelt Forest Preserve along Goddard Branch are of particular concern to Greenbelt.

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

On behalf of the City of Greenbelt, we urge you to support HB106.

A NATIONAL HISTORIC LANDMARK

PHONE: (301) 474-8000 www.greenbeltmd.gov

Quotes from Technical Expert:

Norman Marshall, President and founder of Smart Mobility, Inc., who assisted Greenbelt with its review, stated, “The supposed congestion relief for non-SCMAGLEV travelers will not materialize. Instead, construction of the SCMAGLEV will create a two-tier system with a fast ride for the affluent and negative consequences for everyone else.” The DEIS overestimates travel time savings and reliability benefits by a factor of five or more. Three quarters of the purported economic benefits of SCMAGLEV are travel time and reliability benefits and these are overestimated by a factor of 15 or more. The other significant economic benefits calculations in the DEIS rest both on inflated ridership and on unreliable vehicle miles traveled (VMT) multipliers.

The project is not “green.” It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations. It is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on reliability and consumer prices may be.

BWRR, the entity that would design, construct, and operate the SCMAGLEV, has grossly misrepresented job creation projections in their public advertisements. BWRR has advertised job creation that is 8 times higher for construction jobs and over 30 times higher for permanent jobs when compared to information in the DEIS prepared by the FRA.

HB106_MDSierraClub_fav - 23Feb2023.pdf

Uploaded by: Brian Ditzler

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation

Testimony on: HB106 – “State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System”

Position: Support

Hearing Date: February 23, 2023

The Maryland Chapter of the Sierra Club supports HB106 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 train systems in the region.

Maglev proponents say the project would not need any money from the state. HB106 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.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

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

HB106_Cort_FAV

Uploaded by: Cheryl Cort

Position: FAV

February 22, 2023

Hon. Delegate Kumar P. Barve
Chair of the Environment and Transportation Committee
Maryland House of Delegates
Room 251, House Office Building
Annapolis, Maryland 21401

Position: Favorable HB 106: State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

Dear Chair Barve:

Thank you for the opportunity to provide testimony on HB 106. Please accept this testimony on behalf of the Coalition for Smarter Growth, the leading organization advocating for walkable, bikeable, inclusive, transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all.

HB 106 would prohibit the State from using any appropriation for a magnetic levitation transportation system in the State. We support this bill because the proponents of the Maglev project claim that it does not require public subsidies. Thus, this bill ensures that the public will not be subjected to paying for costs associated with the planning of this private investor-driven project.

We have been strong supporters of major rail improvements in the Northeast corridor, but are convinced that the proposed Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) project is the wrong technology and design for the Washington-Baltimore corridor and the NE Corridor as a whole. Instead of allowing public subsidies to be expended on Maglev, we urge the state to lead coordinated efforts on significant investments in both the Amtrak and commuter rail improvement programs.

The Maglev project would have a negative impact on racial and social equity. Construction would plow through majority Black Prince George's County, but the residents of Prince George's County would not be able to take advantage of the project, since the technology and design speed are such that there will only be stops in DC, at BWI Airport, and at Penn Station in Baltimore. Environmental Justice (EJ) communities would be disproportionately impacted, with 80 percent of impacted parcels located in EJ communities.

Furthermore, the high projected cost of a one-way ticket sends a signal that this project is for the wealthiest white-collar commuters, not those who will suffer from the damage wrought by the project or those who need more accessible, frequent, and affordable transit. A \$60 ticket for the SCMAGLEV would be more than six times an existing MARC commuter rail ticket for the same trip (\$9) or existing Amtrak Acela ticket (at minimum \$23).

We are also concerned about the project's negative effect on existing taxpayer investments in transit. The project is already diverting attention from repairing and improving our existing MARC and Amtrak infrastructure. If public funding is required for the Maglev, it could divert

hundreds of millions of dollars in addition to fare revenue lost due to potential reduced ridership on Amtrak and MARC. The Maglev is a potential public-private partnership, and recent experience with P3s in Maryland and other states suggests that public funding will be required.

Given that Maglev is a multi-billion dollar technology yet to be implemented anywhere in the U.S., this project could require significant public funding. The limited time savings is also not worth the cost and risk. The Acela Express between DC and Baltimore currently takes 30 minutes. While Maglev would cut time spent on the train in half, it doesn't account for time spent getting to the station. The average total trip would go from 90 minutes to 75 minutes, which is not worth the risk, nor the costs to equity and environmental quality.

Investing in the Maryland MARC and Amtrak NE Corridor expansion plans would more effectively serve the transit needs of our region and the NE Corridor. Upgrades to the existing rail system could also more easily be extended to other destinations like New York and Boston, than would be the case with Maglev which would need entirely new right-of-way through the very densely developed Northeast. Existing rail stations are located in more central and well-established transit hubs, like DC's Union Station.

A much more cost-effective solution would be to invest in improving our existing infrastructure and upgrade over time to high-speed rail standards. In conclusion, we urge you to pursue upgrades to the nation's existing rail infrastructure, including high-speed rail, in lieu of the SCMAGLEV.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cheryl Cort', with a stylized flourish at the end.

Cheryl Cort

Policy Director

20230223 - Support HB0106 - Oral - MCRT-Woomer.pdf

Uploaded by: Dan Woomer

Position: FAV

Title: **MCRT & CATS Supports Maryland General Assembly House Bill 0106**

Oral Testimony

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

Hearing: Environment and Transportation Committee
Room 251
House Office Building
Annapolis, Maryland 21401

Date: Thursday, February 23, 2023

Time: 1:00 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 House Bill 0106.

The Maglev we see today dates back to 1960. Several U.S. cities/states looked at maglev and all opted out. In 2003 Maryland opted out noting the exorbitant cost. The 2017 FRA's approved Amtrak Northeast Corridor Environmental Impact Study found once the rail system upgrades underway are completed, the rail system will have the capacity needed for passenger service without building a new rail route. This was pre-COVID, when ridership projections were far higher.

Today you will hear SCMaglev will create jobs.

You will hear SCMaglev will pay for itself.

But after all these years, why haven't we seen the analyses supporting these claims?

MCRT challenges these claims with actual research and analyses that can be found on our website.

But THE ONE opposition point I find most amusing is “Passage of this Bill will send the wrong message - Maryland is not interested in high-tech.”

Really?

A simple Internet query shows Maryland is one of the world’s leading regions for high-tech and innovation.

- Johns Hopkins University, its hospitals, the Applied Physics Laboratory, and other research facilities.
- Northrop-Grumman, and its Advanced Technology Laboratory.
- NSA Cyber Security Center.
- National Institute of Health
- University of Maryland its hospital, campuses, and its research facilities.
- And many other universities, advanced Bio Tech, research, engineering companies and laboratories.

But what the passage of this legislation WILL show is most Marylanders are smart enough not to buy a “Pig-in-a-Poke¹.”

In Summary: MCRT is available to meet with you and your staff to share our research, analyses and findings. Thank you.

¹ A pig in a poke is a thing that is bought without first being inspected, and thus of unknown authenticity or quality. The idiom is attested in 1555. https://en.wikipedia.org/wiki/Pig_in_a_poke.

20230223 - Support HB0106 - Written - MCRT-Woomer.

Uploaded by: Dan Woomer

Position: FAV

Title: **MCRT & CATS Supports Maryland General Assembly House Bill 0106
Written Testimony**

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

Hearing: Environment and Transportation Committee
Room 251
House Office Building
Annapolis, Maryland 21401

Date: Thursday, February 23, 2023

Time: 1:00 pm

Summary:

The Maryland Coalition for Responsible Transit (MCRT) and the Citizens Against the SCMaglev (CATS) join with Delegate Williams to support this session’s House Bill 0106 – “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.

[Short] History of Maglev in Maryland¹

“The federal Transportation Equity Act for the 21st Century (TEA-21), which was signed into law in 1998, authorized federal funding to implement a Maglev system in the United States. Funding through TEA-21 lapsed in 2003, and although the Act did not result in the implementation of a Maglev system, several states explored the costs and benefits of doing so. Maryland was particularly interested because a Maglev system could significantly reduce the

¹ **Appendix – Magnetic Levitation Transit Systems In Maryland.** Department of Legislative Services. Maryland General Assembly. 2021 Session. FISCAL AND POLICY NOTE. House Bill 63 (Delegate Williams). Environment and Transportation and Appropriations.
https://mgaleg.maryland.gov/2021RS/fnotes/bil_0003/hb0063.pdf.

travel time between Baltimore City and the District of Columbia.

The Maryland Department of Transportation (MDOT) began to devote funding to the development and evaluation of a Maglev system in fiscal 2001. At that time, the Federal Railroad Administration (FRA) and MDOT commenced the Environmental Impact Study (EIS) for the project, which is required by the National Environmental Policy Act. The final EIS was never published, however, because State legislation enacted in 2003 and 2004 prohibited the funding of a Maglev project following the final report of the Task Force to Evaluate the Development and Construction of a Magnetic Levitation Transportation System.

In its final report, which was 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. As a result, during the 2003 session, the General Assembly prohibited spending any State funds to study, develop, or construct a Maglev system and required the enactment of legislation prior to any agreement to construct or operate such a system. During the 2004 session, these provisions were modified to prohibit any State or federal funding for any phase of a Maglev project after July 1, 2005. The Budget Reconciliation and Financing Act of 2011, however, repealed these prohibitions.”

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 provide this written in addition to my oral testimony with you today on behalf of the MCRT and CATS in support of HB 0106.

The Maglev we see today dates back to 1960. Several U.S. cities/states looked at maglev and all opted out. In 2003 Maryland opted out noting the exorbitant cost. And, the 2017 FRA’s approved Amtrak Northeast Corridor Environmental Impact Study found once the rail system upgrades underway are completed, the rail system will have the capacity needed for passenger service without building a new rail route. It is important to note, the analyses were based on pre-COVID when ridership projections were higher than today as the result of more knowledge workers working remotely and not commuting to an employer’s office.

Mr. Rogers, Wayne Rogers Chairman and CEO of Baltimore-Washington Rapid Rail (BWRR) has repeatedly stated the SCMaglev will not require tax-payer funds. This statement has been repeated by Ian Rainey, senior vice-president of BWRR on several occasions and in testimony including *“We’ve been very clear that we’re not going to be seeking state appropriations for this project.”*²

House Bill 0106 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.

² DePuyt, Bruce. Maglev Firm Urges Legislators Not to Close Door on Public Funding Maryland Matters. February 13, 2021. <https://www.marylandmatters.org/2021/02/13/maglev-firm-urges-legislators-not-to-close-door-on-public-funding/>.

Proponents of SCMaglev state - “SCMaglev will pay for itself.”
After all these years, why haven’t we seen the analyses supporting this claim?

The ability to “pay for itself” is based on ridership. Analyses by the Maryland Public Policy Institute³, the Cato Institute⁴, and by Dr. Owen Kelley of GW University⁵, challenge the highly inflated ridership numbers. The ridership will likely be an order of magnitude less, as will the revenue stream.

Proponents of SCMaglev state - “SCMaglev will create jobs.”
After all these years, why haven’t we seen the analyses supporting this claim?

A quick history, in 2017 the number of jobs to be created was 75,000, by 2022 the number had magically grown to 200,000.
Again, 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?

THE ONE opposition point I find most amusing is “Passage of this Bill will send the wrong message - Maryland is not interested in high-tech.”

Really?

A simple Internet query shows Maryland is one of the world’s leading regions for high-tech and innovation.

- Johns Hopkins University, its hospitals, the Applied Physics Laboratory, and other research facilities.
- Northrop-Grumman, and its Advanced Technology Laboratory.
- Lockheed Martin.
- NSA Cyber Security Center.
- National Institute of Health.
- University of Maryland its hospital, campuses, and its research facilities.
- And many other universities, advanced Bio Tech, research, engineering companies and laboratories.

But what the passage of this legislation WILL show is most Marylanders are smart enough not to buy a “Pig-in-a-Poke⁶.”

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

³ Copy attached at the end of this testimony (2-pages).

⁴ O’Toole, Randal. Maglev to Destroy Habitat, Climate. April 6, 2021. <https://www.cato.org/blog/maglev-destroy-habitat-climate>.

⁵ 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.

⁶ A pig in a poke is a thing that is bought without first being inspected, and thus of unknown authenticity or quality. The idiom is attested in 1555. https://en.wikipedia.org/wiki/Pig_in_a_poke.

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.⁷ Next is a short summary of these findings.

(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 development and test track are less than

⁷ SCMagLev DEIS Comments, Concerns, and Questions. Citizen's Against the SCMagLev and Maryland Coalition for Responsible Transit. (395-pages). May 20, 2021. https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_12074e36746044e08fccd7a57f081409.pdf.

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. As noted before, independent research 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*⁸, provides a “deep dive” employing transparent methodology to project the likely SCMaglev ridership for the Baltimore

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>.

to Washington, D.C. segment. His findings reinforce the report prepared by Ms. Carol Park⁹ 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 . . .”¹⁰

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.

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.

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.

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

⁹ 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 at the end of this testimony.

¹⁰ O’Toole, Randal. Maglev to Destroy Habitat, Climate. April 6, 2021. www.cato.org/blog/maglev-destroy-habitat-climate.

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.”¹¹ *(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.

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.

¹¹ 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 at the end of this testimony.

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 appear misleading or highly inflated.** 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 north 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 refutes this statement in multiple places¹², 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 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.**

The passage of House Bill 0106 WILL show
Marylanders are smart enough not to buy a “Pig-in-a-Poke.”

¹² 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_12074e36746044e08fccd7a57f081409.pdf.

(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).¹³ 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, 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

¹³ 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>.

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 compounds¹⁴ 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?

(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

¹⁴ 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.

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.

And my concluding question:

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

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
- (2) CATS-MCRT Rpt - SCMagLev Biological Impact (Part 2) - 20210111 https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_54c8689b28194a99afcd5e4b404efebe.pdf
- (3) CATS-MCRT Rpt - Amtrak the Better Alternative – 20210111 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

- (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
- (6) CATS-MCRT Rpt - Is the SCMagLev Safe? – 20210111 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
- (8) Kelly PhD, Owen. Ridership Revisted: 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>.

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.

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.

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.

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.

HB0106 testimony.pdf

Uploaded by: jennifer loss

Position: FAV

Feb 21st, 2023

Dear Chair Barve and Vice Chair Stein and the members of the House
Committee on Environment and Transportation,

My name is Jennifer Loss and my address is 4Q Gardenway Rd, Greenbelt,
Md, 20770. I am writing to let you know that House Bill 106 (cross-filed Senate
Bill 50), *State Finance – Prohibited Appropriations – Magnetic Levitation
Transportation System*, is important to me and to all Marylanders. I would like
to request that you champion this bill and help it get passed quickly.

I support developing and improving our mass transit system, but the MagLev
project is bottom line not beneficial to all citizens and the environment.

I would appreciate your voting for House Bill 106 during session. Please
support the sponsors as much as possible.
Thank you for your consideration.

kind regards,

Jennifer Loss

Testimony HB-106 Maglev 2023 E&T.pdf

Uploaded by: Larry Kasecamp

Position: FAV

LARRY KASECAMP
Legislative Director

TOM CAHILL
Assistant Director

JOHNNY WALKER
Secretary



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March 23, 2023

The Honorable Chairman Kumar Barve and
Members of the Environment & Transportation Committee

REPRESENTATIVES

CUMBERLAND
Local 600
LAWRENCE KASECAMP

BRUNSWICK
Local 631
TOM CAHILL

EDMONSTON
Local 1470
KENZELL CRAWFORD

BALTIMORE
Local 610
JOHNNY WALKER

Local 1949
ERIC BILSON

RE: SUPPORT HB-106

As Legislative Director in Maryland for the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Worker's (SMART) I am writing today to express our organizations support for HB-106 - *State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System*.

HB-106 would prohibit the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State.

Our organization is opposed to construction of any magnetic levitation system that would require local or state jurisdictions to contribute property or tax dollars for such a system.

Our current Amtrak and MARC rail systems, which by the way can meet the needs of rail travel between Washington and Baltimore, are in great need of investment to maintain and modernize their systems. It makes no sense to divert any much-needed dollars to a new system with cost estimates from \$10 billion to as high as \$26.5 billion. Especially to a system that would only decrease travel time between these cities by less than 15 minutes and undoubtedly mostly be used by residents in the upper income brackets.

At a time when income inequality as a result of the disparity in opportunities is so obvious, we don't need to exacerbate this problem by investing in an ultra-expensive unnecessary system.

Thank you for your time and consideration of our position on this matter.

We urge a favorable report for HB106!

Sincerely

Lawrence E. Kasecamp
MD State Legislative Director
SMART Transportation Division

Friends of the Patuxent

Uploaded by: Mike Burke

Position: FAV



10901 Scarlet Tanager Ct
Laurel, MD 20708-4011
www.friendsofpatuxent.org

February 21, 2023

HB0106: - Prohibited Appropriations - Magnetic Levitation Transportation System

Position: Support HB0106

The Friends of the Patuxent calls on the Committee to give a favorable report on HB0106 and move it to the full General Assembly for consideration. The bill would prohibit the State from using any appropriation for a MAGLEV system in the state of Maryland, except to fund a review of permits or other evaluations of a MAGLEV system.

The Friends of Patuxent, now in its thirty-second year, is a volunteer organization devoted to the conservation, restoration, and research of the Patuxent Research Refuge (PRR), a unit of the National Wildlife Refuge system and home to the U.S. Geological Survey's Eastern Ecological Science Center. The Center is a leading international institute studying ecological systems and wildlife species. The Refuge was established by President Franklin D. Roosevelt in 1936. Uniquely, it is the only refuge in the National Wildlife Refuge System that is devoted to research. Most famously, the Science Center and Refuge brought back the whooping crane from the edge of extinction through a ground-breaking captive breeding program. Perhaps not as well known, Rachel Carson used pesticides research done at the Refuge as the scientific underpinning of Silent Spring.

Extensive forest, meadow, and wetland habitats on the Refuge are managed for biological diversity, for the protection and benefit of resident and migratory species, and to provide a unique outdoor laboratory for wildlife management related research.

We oppose the MAGLEV project for a number of reasons related to the unique status and function of the Research Refuge.

It will have far-reaching negative impacts, in some cases irreversible, on the ecological functions provided by the PRR. For example, threatened and endangered species live here. Extinction is forever. To undertake a massive construction project on and adjacent to the PRR is utterly contrary to efforts to protect these vulnerable plants and animals.

Research at the PRR often entails working with threatened species. Noise, forest fragmentation, electromagnetic radiation – these adverse variables are likely to upset long-standing research projects.

At 12,841 acres, the PRR is a haven for wildlife and humans throughout the busy Baltimore-Washington corridor. The MAGLEV project calls for a massive, 180-acre maintenance yard, which would include a portion of the PRR. The impacts would be severe, taking ecologically sensitive lands, impacting water resources, including wetlands, streams, and floodplains. The land is currently used for conservation education, in-season hunting, and includes a trail that leads to a fishing pond. Considering the limited outdoor experiences available for residents in this crowded corridor, PRR is an especially vital resource for the Marylanders and visitors from across the country and around the globe.

Finally, the Friends of Patuxent is opposed to this project on a bedrock principle. The PRR belongs to the American people. These lands are held in trust for current and future generations. Our taxpayer dollars have supported the refuge since its inception. No for-profit company should simply be given these lands in violation of the sacred trust that underpins our national network of public lands. The above-ground routing of the MAGLEV, the huge maintenance facility, and the other direct and indirect impacts of this project are all done at the expense of the American people.

We understand and appreciate the many other reasons that affected communities, including taxpayer, environmental, and religious groups as well as agricultural researchers and others who also oppose MAGLEV in its proposed alignments. These others will speak for themselves, but we find ourselves sympathetic to their opposition.

The people of Maryland and their representatives in Annapolis should support HB0106 and its total ban on spending Marylander's money in support of MAGLEV. Any public funds should instead be directed to improving and expanding the network of mass transit in the region.

Sincerely,

Mike Burke
Advocacy Chair
Friends of the Patuxent
10901 Scarlet Tanager Loop
Laurel, MD 20708

MAGLEV Del. Williams Testimony 2023.pdf

Uploaded by: Nicole Williams

Position: FAV

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

DEPUTY MAJORITY WHIP

Judiciary Committee

Chair, Public Safety Subcommittee

Vice Chair, Prince George's
County House Delegation



Annapolis Office
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Nicole.Williams@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

February 23, 2023

The Honorable Delegate Kumar P. Barve

Chairman of the House Environment and Transportation

Committee 6 Bladen Street, Room 251

Annapolis, Maryland 21401

House Bill
0106

Good afternoon Chair Barve, Vice Chair Stein, and members of the House Environment and Transportation Committee. I am Delegate Nicole Williams of District 22, and I will be testifying today in favor of House Bill 0106, also known as State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System. For those who were here last year, you know that this bill aims to ensure that state funds and taxpayer money do not go towards the construction of a MAGLEV train.

Those who oppose House Bill 106 echo the same sentiment, that passing this bill would send the message that state lawmakers are shortsighted and opposed to innovation. Perhaps that would be true if this bill aimed to prevent the construction of a MAGLEV train entirely, but it does not. Instead, it will ensure Marylanders do not bear the financial cost of a project that would make them the guinea pigs in the very first project of its kind in the United States.

Over the past three years, the COVID-19 pandemic has had a considerable impact on how we allocate funds in our state budget. At a time where there are a multitude of crises that warrant state intervention, it would be inappropriate to allocate funds towards a project that is opposed by residents of multiple districts. If moving this bill forward should send any message, it is that state lawmakers will prioritize the immediate pressing needs of Maryland and its residents over a project that is forecast to cause direct and immediate economic and

environmental harm to many Maryland communities

The only stop between DC and Baltimore will be BWI, meaning communities in between the two cities will receive little benefit once the train is actually running. Yet it is these communities that will bear most of the indirect costs of construction and operation. The 2021 Draft Environmental Impact Statement projected that the negative impacts on local business revenues would range between \$18.5 and \$311.3 million due to lane closures, traffic delays, and limited accessibility.

Moreover, the project study area mostly consists of communities of color, which would experience increased light, noise, and air pollution along with decreased property values, according to the DEIS. Emergency exits and ventilation stations would also need to be included along the line, which would require drilling as deep as 150 feet.

The MAGLEV currently is set to run straight through the Patuxent Research Refuge, which is the only national wildlife refuge dedicated to research, is the nation's largest center for environmental science and education run by the US Department of the Interior, and is of critical ecological importance to Maryland. With its location amid one of the most densely populated and developed regions in the state, it is an ecological haven not just for plants and wildlife, but also for local residents of Prince George's County. According to the Draft Environmental Impact Statement, damage to the Patuxent Research Refuge would be extensive and difficult to mitigate.

These extreme and disproportionate environmental and financial burdens should not be imposed with the aid of Maryland taxpayer dollars, especially when those affected will not be the primary beneficiaries.

The parties that would be responsible for the financing and construction of the MAGLEV train have stated previously that there would be no need to rely on state funding, however they have yet to secure even half of what it is projected to cost. By passing this legislation, we can hold them to their promise. State funds could then be secured for other priorities, such as bolstering our education system, helping working families that are still reeling from the effects of the pandemic, and improving Maryland's existing transportation systems.

The goal of this legislation is to guarantee that hardworking Marylanders do not end up footing the bill for a project that has such vocal opposition from members of our communities and is not ready for primetime to really address a significant reduction in greenhouse gas emissions up and down the I-95 corridor.

For these reasons, I urge the committee to give a favorable report on House Bill 0106.

Sincerely,

Nicole A. Williams, Esq.

Delegate Nicole A. Williams, Esq.

HB106 Prohibited Appropriations MagLev 2-23-23 CJW

Uploaded by: Rhonda Kranz

Position: FAV



Committee: House Environment and Transportation Committee
Testimony on: HB-106 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Rhonda Kranz
Position: Favorable
Hearing Date: February 23, 2022

Dear Chair and Committee Members:

Thank you for accepting our written testimony in support of HB106. Maryland Legislative Coalitions Climate Justice Wing is a statewide coalition of grassroots and environmental advocacy organizations focused on climate justice. The bill will bring much-needed protection of public funds by prohibiting the State and certain units and instrumentalities of the State from using any appropriation for a magnetic levitation transportation system in the State; and providing that the prohibition does not apply to certain expenditures for salaries.

Maryland has experienced significant cost overruns in large transportation projects. The Purple Line has encountered major financial problems with a cost overrun of \$1.4 billion. 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 SCMaglev project is accepted. In fact, as the SCMaglev is a Private, rather than a Private-Public partnership, MD taxpayers should not be responsible for funding any part of the project.

Taxpayers have already covered the over five million Federal dollars cost for the SCMaglev environmental assessment process (i.e., DEIS, EIS) and other aspects of the proposed project. Maglev would be built with three stops, DC, BWI, and Baltimore, with no stops along the corridor within the communities it would run through. 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.

Maryland's transportation investments should be focused on providing affordable and accessible transportation for all members of our communities. The SCMaglev'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 SCMaglev 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 SCMaglev would be significantly increasing, not decreasing Maryland's emissions, setting us back from achieving our reduction goals.

Why prohibit appropriations for all Maglev systems? There are multiple concerns regarding the proposed SCMaglev: loss of important ecological habitats; environmental justice, public health impacts, safety of the technology, and whether it would in fact lead to a decrease in greenhouse gas emissions, to name a few. Most of these concerns, particularly safety of the technology and health impacts are inherent in the Maglev technology rather than specific to the proposed SCMaglev project.

Maglev systems require their own operating systems that would run underground and/or on elevated tracks that can be up to 150 feet in the air. It is not compatible with the State's existing transportation systems. Maglev systems take massive amounts of land to build and operate. The proposed Maglev project includes a rail maintenance yard larger than Disneyland that would be located on federal property.

Maryland 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.

We the undersigned organization urge a favorable vote for HB106.

Assateague Coastal Trust
Bethesda Green
Maryland Legislative Coalition
MD Campaign for Environmental Human Rights
Chesapeake Climate Action Network
WISE
Frack Free Frostburg
Mountain Maryland Movement
Howard County Indivisible
Howard County Sierra Club
Columbia Association Climate Change and Sustainability Advisory Committee
HoCo Climate Action
CHEER
Climate XChange - Maryland
Mid-Atlantic Field Representative/National Parks Conservation Association
350 Montgomery County
Glen Echo Heights Mobilization
The Climate Mobilization Montgomery County
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Takoma Park Mobilization Environment Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC
Potomac Conservancy
Casa de Maryland

HB106 Prohibited Appropriations MagLev 2-23-23 CJW

Uploaded by: Rhonda Kranz

Position: FAV



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Submitting: Rhonda Kranz
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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 SCMaglev 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 SCMaglev would be significantly increasing, not decreasing Maryland's emissions, setting us back from achieving our reduction goals.

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MoCo DCC
Potomac Conservancy
Casa de Maryland

HB106 Prohibited Appropriations MagLev 2-23-23 TPM

Uploaded by: Rhonda Kranz

Position: FAV



Environment Committee

Committee: House Environment and Transportation Committee
Testimony on: HB-106 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System
Organization: Takoma Park Mobilization Environment Committee
Submitting: Rhonda Kranz
Position: Favorable
Hearing Date: February 23, 2022

Dear Mr. Chairman and Committee Members:

Thank you for accepting our written testimony today in support of HB106. 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 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.

Thank you for accepting our written testimony in support of HB106. Maryland Legislative Coalitions Climate Justice Wing is a statewide coalition of over 50 grassroots and environmental advocacy organizations focused on climate justice. 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.

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Maryland 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.

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

For these reasons we urge a favorable vote for HB106.

HB106 Prohibited Appropriations MagLev 2-23-23 TPM

Uploaded by: Rhonda Kranz

Position: FAV



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Committee: House Environment and Transportation Committee
Testimony on: HB-106 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System
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For these reasons we urge a favorable vote for HB106.

FAVORABLE - HB0106 - 2023 State Finance - Prohibit

Uploaded by: Susan McCutchen

Position: FAV

February 23, 2023

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

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

My name is Susan McCutchen. I am writing in support of HB0106, sponsored by Delegate Nicole Williams. I want to thank her 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 HB0106 moving out of committee and going forward.

Sincerely,

Susan R. McCutchen

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

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Uploaded by: Suzzane Schuyler

Position: FAV

General Topics on SCMAGLEV Negative Issues

Here are the general issues:

- Co2 Emissions
- False Job statistics
- Environmental changes
- Social Injustices
- Ridership inaccuracies
- Electromagnetic Field with the Health to humans & wildlife
- Conservation interference
- Interference with Aquifers
- Noise & Vibration
- Loss of Greenspace
- Watershed interference
- Inflationary costs to build the train and maintain
- Cost prohibitive ticket fees

Problems with the Train route and Running of the SCMAGLEV:

- Not Small business friendly- only 3 stops- Cherry Hill, BWI Thurgood Marshall airport and D.C.
- Friends of Earth Japan had a tunnel collapse during construction cutting off their livelihood
- Germany: major MAGLEV train accident September 22, 2006, killing 23 people after the safety of the system was certified by the German government. The system was shutdown.
- California MAGLEV boondoggle: concrete monstrosity in a vineyard with the high-speed train going nowhere- costs got too high for the construction of the train for the entire route planned.
- After the Korean Olympics: ridership decreased by 77%. It was cheaper to ride the buses and time spent on a bus was more "direct" than some of the MAGLEV train routes. This system was politically motivated, and the government lost money, so it was shut down.
- Guideway issues: stopping suddenly due to obstacle in a guideway can cause a lift or another accident like what happened in Germany
- Not human operated: will use switches which is an engineering problem
- No standards have been set for this magnetic driven train system
- BWRR taking over property and causing major disturbances next to the NASA Research Center for a 24/7 train yard for maintenance/repairs and large equipment disturbing the quiet atmosphere required for the NASA Research Center
- BWRR initially stated they would not use eminent domain on properties, but they have already pursued eminent domain i.e., in Baltimore- Westport area
- BWRR produces unsubstantiated numbers and MCRT proves the inaccuracy of these claims. We used a FOIA request for ridership data, when we received the document, it was so redacted that no information was provided as requested
- This is not proven technology, still experimental
- The perception that Maryland is not an innovative state if this project does not come to fruition is a result of uninformed people/communities/organizations/agencies/politicians that either have not gotten all the facts for whatever reason or just do not care because it does not affect them, but it will in Taxes!

This is just touching on the issues MCRT has with the SCMAGLEV system. We have over a 300-page response to the DEIS and would be more than happy to give a presentation at your request.

Paper on EMF.pdf

Uploaded by: Suzzane Schuyler

Position: FAV

From: Suzzie Schuyler suzquilt71@gmail.com
Subject: Paper on EMF
Date: February 21, 2023 at 10:55 AM
To: suzzie Schuyler suzquilt71@gmail.com



SCMagLev - Electromagnetic Fields and Human Health

https://aa247ef8-bd4a-4dd2-890c-8b5ebdf396e2.filesusr.com/ugd/6d0640_cb29f75d3f6b425395950f53a251d0e2.pdf

MAGLEV Testimony_2.23.2023_HB106__Mayor Takisha Ja

Uploaded by: Takisha James

Position: FAV

Town of Bladensburg

Council Members

Ward I

Trina Brown
Jocelyn Route



Mayor
Takisha James

Council Members

Ward I

Marilyn Blount
Carrol McBryde

February 23, 2023

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

Dear Chairman Barve,

My name is Takisha James and I serve as Mayor of the Town of Bladensburg, located in Prince George's County, Maryland. I want to thank you for the opportunity to submit testimony in favor of House Bill 106, cross-filed in the Senate as SB 50, State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System. I am here today on behalf of the Town Council and our nearly 10,000 residents to ask for your support of HB 106 sponsored by Delegate Nicole Williams.

The Town of Bladensburg lies directly along the proposed route of the Superconducting Magnetic Levitation (SCMaglev) system from Washington, DC to Baltimore. While my community has a number of concerns around safety, human and environmental impacts, long-term impacts on our historical buildings, which date back to the 1700's, as well as recently constructed buildings and homes, we understand this train may come to fruition. It is with this in mind that I ask you to strongly consider protecting Maryland taxpayers from the unknown financial risks that can arise with such a project like this. The project developer, Baltimore-Washington Rapid Rail, has communicated publicly and repeatedly that this project will be privately funded and not rely on government funding. The truth is this project has already benefitted from taxpayer dollars with the U.S. Department of Transportation (USDOT) award of \$27.8 million by the Federal Railroad Administration (FRA). With the passage of the Infrastructure Investment and Jobs Act (IIJA), it is also likely they will seek and receive more government funding through possible paths created in the IIJA. To build public trust in the developer, it would be most helpful for them to also testify in support HB 106. This would be a strong demonstration of their integrity and would show taxpayers that we can trust them and give credence to their claim that we will never be expected to foot the bill for this project at any time in the future. I am asking you on behalf of our community to help ensure the project developer keeps their word by moving this bill forward during the current legislative session.

The strength of the American economy is in allowing the consumer market to dictate which businesses succeed or fail. Looking through the lens of history, there have been times when we have witnessed the unthinkable. In 2008, for example, the federal government had to bail out the

auto industry and Wall Street banks with billions of taxpayer dollars. The reality is that unimaginable situations can happen and the unexpected does occur.

The automobile and banking industries have had deep roots in the American economy for over 100 years and many of those years have been hugely profitable. To see these well-established industries proven vulnerable when crisis struck, should serve as a lesson to us. In learning from these examples, I have to question how a newly-introduced technology that has not yet experienced success in the U.S. market can stand on its own and guarantee profits in the future.

This bill does not delve into whether one is for or against the SCMaglev. For Maryland, it simply ensures our tax dollars will not be spent for any phase of this project. I believe it is the duty of elected officials to protect our residents from future financial hardship with a project like the SCMaglev. HB 106 will go a long way toward protecting residents of the Town of Bladensburg, Prince George's County, and the entire state of Maryland by ensuring taxpayers are not left with a financial deficit should the developer decide to walk away from it or be unable to continue funding it in the future.

I want to thank each member of the committee for the opportunity to speak today. I also want to applaud Delegate Williams for her leadership in seeking to codify protection for Maryland residents. Again, I ask the committee to please support HB 106.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Takisha D. James". The signature is written in a cursive style with a large initial 'T' and 'J'.

Takisha D. James
Mayor, Town of Bladensburg

HB106_PGCMA_FAV.pdf

Uploaded by: Therese Hessler

Position: FAV



Prince George's County Municipal Association

An Association of 27 Municipalities



February 23, 2023

HB106 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

Environment & Transportation Committee

POSITION: Support

Dear Chairman Barve & Members of the Committee,

Thank you for the opportunity to submit testimony in favor of House Bill 106 sponsored by Delegate Nicole Williams, and cross-filed in the Senate as SB50, State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System. We write on behalf of the 27 municipalities that make up the Prince George's County Municipal Association (PGCMA), which collectively represents more than 955,000 residents, to share our strong support of this bill.

Our municipalities continue to share concerns with the proposed Superconducting Magnetic Levitation System (SCMaglev) around the use of state funding for this effort. It is critical to our collective responsibility as elected officials to implement safeguards to protect Maryland taxpayers from unknown and unnecessary financial risks associated with this project. This is exactly what we are seeking by supporting HB106. If the SCMaglev does manage to proceed forward, we are asking for your support with ensuring Maryland residents and taxpayers are never financially responsible for any costs associated with the development, operations and maintenance of the SCMaglev. The project developer, Northeast Maglev, has communicated publicly in a variety of forums that this project will be privately funded and not rely on government funding. In addition, there needs to be additional evaluation on the equity of this and future projects as it relates to service, including stops in Prince George's County, and impacts including environmental concerns.



Prince George's County Municipal Association

An Association of 27 Municipalities



PGCMA is asking you to help ensure the project developer keeps their word by moving this bill forward during the current legislative session. We want to thank each member of the committee for the opportunity to hear our position on this matter. We also want to applaud Delegate Williams for seeking to codify this financial protection for Marylanders to ensure we are not left with the bill for this project at any time in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patrick Wojahn", is written over a horizontal line.

Patrick Wojahn

PGCMA President

240-988-7763 (C)

President@ThePGCMA.com

HB106_FAV_PG County Council

Uploaded by: Thomas Dernoga

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3700
County Council

POSITION STATEMENT

HB 106

**State Finance – Prohibited Appropriations –
Magnetic Levitation Transportation**

POSITION:

SUPPORT

Prince George's County supports HB 106. This bill prohibits the State or any unit of the State from using any appropriations for a magnetic levitation (Maglev) transportation system located or to be located in Maryland. The bill does not apply to expenditures for the salaries assigned to personnel assigned to review permits for MAGLEV. At this time, the MAGLEV project is on hold as the federal government has paused its work for an Environmental Impact Statement on the project. There is no timeline for when work will resume.

The County Council supports the position to prohibit any state funding for the building of MAGLEV in the state of Maryland. Many of the county residents are concerned that the proposed MAGLEV route will potentially have a serious environmental impact on our county with unknown consequences for years to come. MAGLEV, as currently proposed, passes through but does not stop in Prince George's County. The County and its residents would not only bear the burden of the environmental impact, they would also be unable to benefit from this service. The County Council supports HB106 as well as transportation projects that would benefit the county and its residents such as the Blue Line Corridor and the completion of the Purple Line.

Prepared by: Ramirez Group, LLC on behalf of the Prince George's County Council.

HB 0106_IndivisibleHoCoMD_FAV_VirginiaSmith.pdf

Uploaded by: Virginia Smith

Position: FAV



HB106 – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

Testimony before

House Environment and Transportation Committee

February 23, 2023

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Virginia Smith, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in **support of HB106**, which would prohibit the State from using any appropriation for a magnetic levitation transportation system (Maglev) in the State. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Delegate Williams in sponsoring this important legislation.

This country is in critical need of better public transportation and methods of traveling larger distances that will slow or stop the rate of climate change. However, the proposed Maglev system from Washington DC to Baltimore is not the answer. The train would have three stops, DC, BWI, and downtown Baltimore, which means the ridership would most likely be limited to those areas, which could mean only the most wealthy citizens would benefit. However, the path of the train would run through woods and the largest agricultural scientific installation and the only National Wildlife Refuge created to support research. It would also permanently alter these lands, including parks, recreational facilities, and wetlands. There are also concerns of a noise nuisance that could reach up to 3,000 feet from the track depending on the number of trains running per hour. Not surprisingly this noise nuisance would impact lower-income communities.

It is appreciated that this bill would prevent funding for this system and any to be located in the State. Better options need to be found.

For these reasons, we support HB106.

Thank you for your consideration of this important legislation.

We respectfully urge a favorable report.

Virginia Smith
Columbia, MD 21044

HB0106 MAGLEV FWA.pdf

Uploaded by: Cecilia Plante

Position: FWA



TESTIMONY FOR HB0106

State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System

Bill Sponsor: Delegate Williams

Committee: Environment and Transportation

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE WITH AMENDMENTS

I am submitting this testimony in favor of HB0106 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.

HB 106_MDCC_State Finance – Prohibited Appropriati

Uploaded by: Andrew Griffin

Position: UNF



LEGISLATIVE POSITION:

UNFAVORABLE

House Bill 106

Prohibited Appropriations – Magnetic Levitation Transportation System

House Environment & Transportation Committee

Thursday, February 23, 2023

Dear Chairman Barve 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.

House Bill 106 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 21st-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, HB 106 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 HB 106.

Prince George's Contractor's Association Testimon

Uploaded by: Bruce Branch

Position: UNF

Synopsis and Key Points:

Bill: **HB0106** State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

POSITION: **OPPOSE**

This bill would:

- Prohibit the State from using any appropriations for a magnetic levitation transportation system located in the State.

Reasons to oppose this bill:

- Baltimore-Washington Rapid Rail has never, and pledges to never request State appropriations.
- The Baltimore-Washington Maglev Project has been deemed by a third party (via the DEIS) that the Project would actually alleviate pressure on current State infrastructure and budget.
- In an attempt to stop the Baltimore-Washington Maglev Project, this bill limits the State from ever investing in *any* magnetic levitation transportation technology.
- Baltimore-Washington Rapid Rail has continually paid millions in the Federally required State match portion of Federal grants for maglev deployment.

Sample testimony letter provide below:

February 15, 2023

HB0106

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

The Honorable Ben Barnes
Chair, House Appropriations Committee
MD General Assembly
Room 121 House Office Building
Annapolis, MD 21401

RE: **TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

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

The Prince George’s County Contractor’s and Business Association writes today to express our opposition to HB0106. 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 HB0106 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 HB0106** and respectfully requests the bill be given an **unfavorable report.**

Sincerely,

HB106_2023_Mackey_2-21-23.pdf

Uploaded by: Daniel Mackey

Position: UNF

February 21, 2023

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

The Honorable Ben Barnes
Chair, House Appropriations Committee
MD General Assembly
Room 121 House Office Building
Annapolis, MD 21401

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

My name is Danny Mackey and I am here to request that you give HB106 an unfavorable report. Proponents of this legislation engage in a proxy argument surrounding various aspects of Maglev trains, but this legislation has nothing to do with the merits of a Maglev train in Maryland – this legislation seeks only to shackle tomorrow’s leaders to the wishes of those in office today. The only Maglev project in development in Maryland is a private entity seeking no State funds. If any future request for State funding should arise whether to allocate funds is a debate that should occur and a decision that should be made by the officials present at that time through the normal robust appropriations process, not by the leaders of years past. This legislation does nothing more than rob future legislators, Governors, and State Employees of their decision-making authority on how to best operate State Government into the future.

Speaking globally, transportation is a high priority for Marylanders as it is for our newly elected Governor. The opening paragraph of Governor Moore’s transportation issues page reads as follows:

“Maryland has a rich history as a transportation innovator. We were home to America’s first railroad... Maryland has historically recognized the value of transportation, not only as a means of mobility, but as an economic engine and as a vehicle for helping people lift themselves from poverty.”

This legislation signals that Maryland is closed to transportation innovation – it says if you want to solve big problems you should go somewhere else. Why should the home of the first railroad not continue to lead in this field? As we plan Maryland’s transportation future we should not be limiting our options but leaving the future open to a wide array of transportation possibilities that the Governor agrees act as vehicles for economic mobility. There are a lot of questions about how tomorrow’s Marylanders will move. I ask you one question: The Governor’s transportation plan is titled Maryland’s Mobility – Moving into the Future; does this legislation move anything into the future? Thank you.

Daniel Mackey
daniel.b.mackey@gmail.com
(443) 980-8040

BDCBT HB 0106 State Financing Prohibition Maglev

Uploaded by: Jeffry Guido

Position: UNF



Maryland House of Delegates – Environment and Transportation

Chair: Kumar P. Barve
Vice Chair: Dana Stein

House Bill 0106 – State Finance Prohibited Appropriations Magnetic Levitation Transportation System

Position: Oppose

There is no projected state financing for the MagLev project. Construction costs will be split between the Japanese government, the Central Japan Railway and the U.S. government. 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. The funding for the environmental study was supplied by the federal government through the Maglev Deployment Program, with matching funds from the private sector. If Amazon had built its second headquarters in Maryland with an \$8.5 billion public incentive legislative analysts said it would have 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 in MD.

We ask for an unfavorable report by the committee.
Sincerely,
Jeffry Guido

(E) 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

House Bill 0106 Maryland Business Clergy Testimony

Uploaded by: Joseph Gaskins

Position: UNF



Maryland Business & Clergy Partnership

Maryland.bcp@gmail.com

RE: TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

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

I am writing on behalf of the Maryland Business Clergy Partnership (MBCP) to share our **opposition to HB0106** 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 HB0106.

Sincerely,

Lisa Ellis, Legislative Chair
Maryland Business Clergy Partnership

House Bill 0106 Maryland Business Clergy Testimony

Uploaded by: Joseph Gaskins

Position: UNF



Maryland Business & Clergy Partnership

Maryland.bcp@gmail.com

RE: TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

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Thus, we ask that you submit an unfavorable report on HB0106.

Sincerely,

Lisa Ellis, Legislative Chair
Maryland Business Clergy Partnership

GBBCC Testimony HB106.pdf

Uploaded by: Rachel Clark

Position: UNF



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

**RE: TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Barve, Chair Barnes, and Members of the House Environment & Transportation and Appropriations 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 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

LCAP February 2023 Letter House Bill 106.pdf

Uploaded by: Rachel Clark

Position: UNF



Lakeland Community Association Partnership Inc.
Facebook: Lakeland Community Association Partnership
Pamela Oliver 410-814-9982
lcap21230@gmail.com

HB0106

February 15, 2023

The Honorable Kumar P. Barve
Chair, House Environment and Transportation Committee
MD General Assembly
Room 251 House Office Building
Annapolis, MD 21401
The Honorable Ben Barnes
Chair, House Appropriations Committee
MD General Assembly
Room 121 House Office Building
Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED APPROPRIATIONS –
MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Barve, Chair Barnes, and Members of the House Environment & Transportation and Appropriations 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. **HB0106 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. HB0106 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 HB0106 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*

Pamela Oliver
Lakeland Community Association Partnership, Inc.

“Building a Better Community Together with LOVE”

“Lakeland Community Association Partnership Inc. is an association that has been organized to promote the education of residents and partnership of schools, businesses and churches in the area of crime prevention and quality of life and to assist in the safeguarding of the community, its residents and their properties through voluntary activities including public information problem solving and addressing community problems and concerns.”

NAN Testimony HB 106.pdf

Uploaded by: Rachel Clark

Position: UNF



**NATIONAL ACTION NETWORK
GREATER BALTIMORE CHAPTER**

February 19, 2023

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

The Honorable Ben Barnes
Chair, House Appropriations Committee
MD General Assembly
Room 121 House Office Building
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO HB0106

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

I am writing to express our organization's strong opposition to HB0106. 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. Furthermore, it is worth repeating that the company behind the SCMAGLEV has pledged to not request appropriations.

We ask for an unfavorable report on HB0106 to keep Maryland's future bright for all of our hard working citizens.

Sincerely,

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

PFC Opposition HB 106.pdf

Uploaded by: Rachel Clark

Position: UNF



February 15, 2023 HB0106

The Honorable Kumar P. Barve
The Honorable Ben Barnes
Chair, House Environment and
Chair, House Appropriations Committee
Transportation Committee
MD General Assembly
MD General Assembly
Room 121 House Office Building
Room 251 House Office Building
Annapolis, MD 21401
Annapolis, MD 21401

RE: TESTIMONY IN OPPOSITION TO HB0106 – STATE FINANCE – PROHIBITED
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM

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

I am writing to outline our strong opposition to HB0106

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

This legislation only serves to send a message to the world that
Maryland does not want to be part of a future where we finally
begin to move beyond constantly building and expanding
highways.

Maglev technology represents a future with less pollution, traffic, and with an emphasis on clean, efficient, and equitable transportation and transit-oriented development. We believe that Prince George's County, and the State of Maryland should be a part of this future.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'J. McLaurin', with a long, sweeping horizontal stroke extending to the right.

Jerry McLaurin
President and Chief Executive Officer

HB 106 Victoria Leonard LiUNA (OPPOSE) .pdf

Uploaded by: Victoria Leonard

Position: UNF



February 21, 2023

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

**Written Testimony of Victoria Leonard on
HB 106 – State Finance Prohibited Appropriations Magnetic Levitation Transportation System
Position: Oppose**

Thank you Chair Barve and Vice Chair Stein and members of the House Environment and Transportation Committee for the opportunity to submit written testimony in opposition to HB 106.

My name is Victoria Leonard, Political and Legislative Director for the Baltimore Washington Laborers' District Council (BWLDC), an affiliate of the Laborers' International Union of North America, or LiUNA for short. The BWLDC represents more than 7,500 members across Maryland, Virginia, and the District of Columbia. Our members are proudly employed on many infrastructure construction projects across the region.

LiUNA strongly opposes HB 106. SCMAGLEV does not include any state financing project, and it doesn't need it. Construction costs will be split among the Japanese government, the Central Japan Railway, and the U.S. government. Independent ridership and revenue studies validate the financial feasibility of the project, and that operating and maintenance costs will be offset by revenues. Moreover, the environmental study was funded by the federal government through the Maglev Deployment Program, with matching funds from the private sector.

LiUNA believes that the SCMAGLEV would transform the Northeast region by reducing travel times between New York City and Washington, DC to under one hour. The first phase would connect Washington, DC and Baltimore in just 15 minutes. It would allow our nation's capital to lead the way in adopting the fastest and most advanced transportation system in the world.

At the same time, the project would provide much-needed employment opportunities, including quality union construction jobs that will create a pathway to the middle class for Baltimore-Washington area residents. According to the Draft Environmental Impact Statement (DEIS), construction of the first phase alone would result in the creation of more than 160,000 regional jobs. Moreover, the project would take up to 16 million cars off the road, substantially reducing congestion and improving our region's air quality.

LiUNA urges the committee to issue an unfavorable report on HB 106.

2023 HB106 BWRR Testimony WR.pdf

Uploaded by: Wayne Rogers

Position: UNF

February 17, 2023

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

HB106

The Honorable Ben Barnes
Chair, House Appropriations Committee
MD General Assembly
Room 121 House Office Building
Annapolis, MD 21401

**RE: TESTIMONY IN OPPOSITION TO HB106—STATE FINANCE – PROHIBITED
APPROPRIATIONS – MAGNETIC LEVITATION TRANSPORTATION SYSTEM**

Dear Chair Barve, Chair Barnes, and Members of the House Environment & Transportation and Appropriations 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 HB106**.

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.

HB106 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.

HB106 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 HB106** and urges the committee to submit an **unfavorable report**. Thank you for the opportunity to appear.

Sincerely,

Wayne L. Rogers
Chairman/CEO