

# 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**  
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**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.

### 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.