

## 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.