



Dannielle M. Glaros
Council Member
Council District 3
(301) 952-3060

Together Strengthening Our Community

February 10, 2021

Delegate Kumar Barve, Chair
Delegate Dana Stein, Vice-Chair
House Environment and Transportation Committee

Re: Support for HB0063 State Finance - Prohibited Appropriations - Magnetic Levitation Transportation System

Dear Chair Barve, Vice Chair Stein, and Members of the Environment and Transportation Committee:

I am writing today in support of HB0063 which 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; and providing that the prohibition does not apply to certain expenditures for salaries.

Put simply, the Maglev project is a distraction to a real transportation vision in Maryland. It ultimately undermines existing infrastructure, leaches money from other critical projects, shows minimal economic impact, and destroys communities and the environment. Maglev fares are proposed to be as much as \$79 each way with large parking garages, including a 7-story 5,000-space parking garage in Baltimore City. The proponents of the project estimate that 32% of current MARC riders will use Maglev, completely undermining the opportunity for a regional commuter rail system that grows local economies. In addition, the project sponsors have indicated they will seek federal money to build Maglev, placing this project in direct competition for limited federal dollars needed for true mass transit that addresses equity, lifts-up our communities and residents; and builds our local economy.

Moreover, as anticipated, Maglev disproportionately effects Prince George's County.

While the entire The Draft Environmental Impact Statement (DEIS) is incredibly long, the appendices tell us much of what we need to know to realize this project should not move forward:

- There will be "vibration impacts" and "severe noise impacts" to individual homeowners, our neighbors, along this alignment especially in Greenbelt, Kingswood, New Carrollton, Martin's Wood, Beacon Heights, Woodlawn and Glendridge.
- The permanent fresh air/emergency exit work site proposed at 410 with an entrance from Riverdale Road will see 590-690 daily truck departures/arrivals at the work site. The work site will operate 24 hours a day for roughly 2-3 years, creating noise and air



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pollution, and damaging State and County roads.

- The viaducts and other supplies to construct this project will travel from the old Landover Mall site (near FedEx Field) to the construction site in Riverdale. The old Landover Mall site, in consideration for the FBI headquarters, would be used for storing the construction equipment and materials for several years.

In addition to the direct and lasting community impacts, there will be *irreversible damage and habitat destruction* at Patuxent Research Refuge, Beltsville Agricultural Research Center (BARC), and National Park Service properties, as well as at county and local parks. The analysis does not take into consideration the current Purple Line project and maintenance yard under construction in the Riverdale community and in Prince George's County.

Today, I urge you to prevent any funding of this project by supporting of HB0063.

Together Strengthening Our Community,

Dannielle M. Glaros