



Support HB0704- Land Use- Magnetic Levitation Transportation System Siting (Maryland Stop the Maglev Act of 2021)

Sponsor- Del. Ivey Hearing-2/11 at 1:30 Environment and Transportation

To Delegate Barve, Chair, Delegate Stein, Vice Chair and members of the Committee,

The Greenbelt Climate Action Network strongly requests that you support HB 0704 (Maryland Stop the Maglev Act of 2021). GCAN educates residents about climate change and how they can transform their behaviors to be more sustainable. Many of our members enjoy outdoor recreational and stewardship activities in our natural areas. Our parks and refuges have been especially important over the past year.

The ill-conceived Maglev project proposes a 200-acre trainyard at the Patuxent Research Refuge and Beltsville Agricultural Research Center---an unacceptable threat as we try to recover from the pandemic and fight the worst effects of climate change. The PRR/BARC and other adjacent federal lands constitute the largest block of undeveloped land in the Baltimore-Washington corridor. Because these centers of scientific research for 100 years have remained sizable and unfragmented, they have become havens for biodiversity, the engine that supports planetary life. And the forests, meadows, and wetlands of the PRR/BARC also provide ecosystem services that directly benefit environmental and human health (\$35 million of ecosystem services/year according to Maryland DNR's Greenprint mapping service). There is no way to mitigate the loss of these services, or to replace globally rare habitat---when it's gone, it's gone!

Maglev will not have any commercial or economic benefits for the communities and neighborhoods along its proposed route. According to Maglev officials, the service would target the "elite business travelers." The average one-way fare on Maglev is estimated to be about \$60, and there are no stops in Prince George's County. This is not an equitable transit solution for our communities. We support funding, upgrading, and expanding Amtrak, building the Purple Line, repairing roads, and other less costly options that serve the needs of our communities.

According to the DEIS, negative construction impacts to business revenues in the affected areas of Prince George's County may be significant, ranging from \$18.5 million to \$311.3 million (2018 dollars). This decrease in business revenues is due to lane closures, traffic delays, and limited accessibility that would reduce the number of people frequenting the area and supporting businesses.

The residents of Anne Arundel and Prince George's Counties will bear the brunt of the pollution, damage, and destruction SCMagLev construction and operation will bring. In short, residents along the route will pay a high price and receive little-to-no benefit from the SCMagLev.

Please support HB0704 and Stop the Maglev.

Thank you,

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