

Title: **MCRT & CATS Supports Maryland General Assembly House Bill 0170**

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

Hearing: Environment and Transportation Committee
Room 250
House Office Building
Annapolis, Maryland 21401

Date: Thursday, February 22, 2024

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 170. I have also provided written testimony.

Mr. Rogers has repeatedly stated the SCMaglev will not require taxpayer funds. House Bill 170 puts his statement on the legislative record, WITH the one caveat that FUNDS CAN BE USED for administrative costs.¹

Baltimore City, AA and PG Counties, D.C. and federal agencies, and numerous community, environmental and environmental justice organizations have identified how building and operating the SCMaglev will bring irreparable environmental harm, threaten the health of

¹ The argument made by BWRR CEO Wayne Rogers for his opposition to an earlier version of HB0170 was the earlier version would block the normal administrative processes for such actions as permitting.

communities, residents, wildlife, and disproportionately impact poorer minority communities.

Today, my testimony is focused on two BWRR claims – Ridership and Jobs

On Ridership –

BWRR claims the ridership will cover the operating costs.

Where are the analyses to support this claim?

Analyses by the Maryland Public Policy Institute, the Cato Institute, and by Dr. Owen Kelley of GW University, challenge the highly inflated ridership numbers. The ridership will likely be one tenth of BWRR’s projection, as will the revenue stream. An August 2023 *The Daily Record* article reported Maryland was the sixth highest state to lose high-earning (\$200K) households. Between 2020 and 2021, Washington, D.C. was losing high-earners faster than any other state. These are the people most likely to use the SCMaglev. Add this to the decreasing Baltimore City population, and the huge rise in remote working, SCMaglev’s ridership projections are unbelievable.

On Jobs –

Today, you will again hear about all of the jobs the SCMaglev will create.

In 2017 the number was 75,000, by 2022 the number now is 200,000.

Where are the economic assumptions, data sources, and 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?

In Summary:

MCRT and others have assembled a long list of reasons why the SCMaglev should be stopped before any more tax payer dollars are wasted. MCRT submissions, numerous position papers, articles, and presentations can be found on the MCRT website (www.mcrt-action.org).

MCRT is available to meet with you and your staff.

Thank you.