

Kathy Bartolomeo,
Greenbelt, Md.

Support for HB0170, February 20, 2024

As the state of Maryland is facing a projected funding deficit of \$3.3 billion, and possibly higher in the next few years, we need to be very selective as to where we direct our money. With climate a huge concern for Maryland, and funds needed to help mitigate the results of our climate change, we will need to push forward with projects that lessen its impact. Transportation for mass transit, pedestrian and biking safety, EV incentives, electrification of buildings, upkeep and improvements to MARC, and the long-awaited Red Line for Baltimore are where I see funding needed.

With a large deficit, it is critical that our legislators direct funding carefully to proven, safe and sustainable transportation. Currently, we have no assurance that SC Maglev is sustainable. BWRR has not shared clear information.

It amazes me why this project is still being promoted and most likely by people who would make lots of money from contracts and building.

Consider the possibility of the SC Maglev project coming to a halt before its completion (it would take about 10 years to build). With years of a lengthy schedule for building, rising costs, delays, permitting, and climate change impacts, what should happen if this project should come to a halt? Maryland would be left with devastated areas, and costly funds needed for mitigation.

(These funds are needed now for clear transportation choices.)

No other state has accepted such this project! It should bring a thoughtful pause.

Countries that have a Maglev – Japan’s test track, and China – Japan has faced much opposition and years of delays in completion.

Affordable? The cost to ride - averaging \$40-80 ticket for a one-way trip to one of three locations must also include the time and cost of driving, and the parking for SC Maglev. This makes it very expensive. So, most Marylanders will be excluded.

We need equitable, accessible transportation infrastructure. Let’s support MARC, Amtrak, the Red Line, and Metro.

(South Korea’s Maglev train opened in February 2016 and closed in September 2023 due to cost.)

(The Japanese Chūō Shinkansen Maglev train construction began in 2013 or 2014 and completion expected by 2037 to Nagoya-Osaka.)

(China has a test track, CCR 600.)

Thank you, Kathy Bartolomeo
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