

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Amber Arcand	701 Conover Ln	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Fiedler.	
Anastasia Hopkinson	1036 Harbor	Annapolis	21403-4152	No	Annapolis Neck Peninsula Federation	Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Dear Councilmembers, Thank you for your efforts to define a Peninsula in the County General Development Plan. As you know, the following Amendment has been offered that changes the definition of a Peninsula. Existing communities that are nearly surrounded by water. Not intended for substantial growth or land use change, but may have specific areas targeted for revitalization. Development, including infill and redevelopment, must consider vulnerability to sea level rise and saltwater intrusion. The Annapolis Neck Peninsula Federation encourages your efforts to retain the existing definition of peninsula in the GDP, but to remove the word "primarily," which greatly weakens it. Also, it is helpful to include in the definition that a peninsula has single road access. There are no peninsulas in AA County that have anything other than single road access. That is the definition of a peninsula in County code. The inclusion of that phrase clarifies what this land use policy applies to. The amendment dropped the statement that development should be compatible with the existing character of the neighborhood. The county peninsulas are well-established neighborhoods. Even after applying the limitations of zoning regulations, this statement provides OPZ and developers the simple policy that development should not disrupt the character of those neighborhoods. The amendment uses the term "substantial growth" but doesn't define it, leaving the matter to anyone's guess which is fairly useless. Sincerely, Anastasia Hopkinson Vice-President Annapolis Neck Peninsula Federation	
Andrew Bartley	13 Walden Birch Ct	Woodlawn	21207	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler. The church I attend is in Councilwoman Fiedler's District - Lighthouse Baptist Church.	
Angela Guisto	930 Still Pond Dr	Glen Burnie	21060	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Anita Suddoth	299 Berkeley Dr	Severna Park	21146	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Ben Childers	7342 Carved Stone	Columbia	21045	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler. I attend Lighthouse Baptist Church, located in District 5.	
Benjamin S. Wechsler	185 Admiral Cochran Drive, Suite 130	Annapolis	21401	No	Julie and Giovanni Santoboni	Bill 11-21(a2): GDP – Plan2040 as amended	Support	My client support the bill, as amended. Please see the attached letter in support an amendment to be introduced by Councilwoman Fiedler.	YES
Betty Barker	3078 Tudor Hall Rd.	Riva	21140	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	Please OPPOSE the amendment to change the woodland property near the intersection of Rte. 214 (Central Ave.) and Rte. 2 from RA to commercial use in application LUCA69 and let this request go to Regional Planning instead so that we in the community can have a say. My husband and I pass this intersection often on our way to Beverly Triton and South River Farms parks to enjoy the natural beauty of those places as well as to shop at the existing stores nearby. There is already lots of traffic in the intersection and adding more development there will worsen that situation. Also, quite a few of the existing commercial spaces – such as the former Kmart space – near the intersection appear to be empty now. Further development would seem highly unwarranted. Seeing the wooded acres of land around the intersection and elsewhere along Central Avenue lessens the visual impact of the existing commercial development and preserves the rural character of South County. Keeping those acres as woodlands will also help the environment by saving green spaces and tree cover needed to absorb carbon dioxide to slow global warming and prevent storm water runoff. I urgently ask that you do all you can to keep this property as RA land use and not allow it to be used for commercial development. Thank you. Reply Reply All Forward © 2021 Verizon Media	
Bronwyn Emmet	158 Colony Crossing	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	I am in support of the Office of Planning and Zoning's decision to turn down the request for commercial land use and to refer LUCA69 to Regional Planning for the community's consideration.	
Chris Whitaker	1118 Cedarcliff Dr	Glen Burnie	21060	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Christine Janos	2745 Bayside Beach Rd	Pasadena	21122	No		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Chuck Crown	721 203 Street	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Colleen Paul	414 Fernwood Ct	Severna Park	21146	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Danny Pullen	594 Pasture Brook Road	Severn	21144	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please resist any amendment that would change the order of the regional small area plan.	
David Mason Zwald	263 Bowline Rd	Severna Park	21146-3313	Yes	ProLiberty Partners LLC d/b/a Transition Management Services	Bill 11-21(a2): GDP – Plan2040 as amended	Support	My wife and I support the Small Business Amendment, particularly as it would apply to Lighthouse Baptist Church on Ritchie Highway.	
David Plott	185 Admiral Cochran Drive, Suite 130	Annapolis	21401	No	Willow Grove Partners LC	Bill 11-21(a2): GDP – Plan2040 as amended	Support	We support an amendment to reclassify the property at 841 Hammonds Ferry Road, Lintthic (Tax Map 1, Parcels 0003 & 0226 comprising about 2.3 acres) that was formerly Snyder's Restaurant from Commercial to Industrial land use. The adjacent property is Industrial/W2 to the east and south and there is floodplain to the north and west. The property is presently classified Commercial and zoned C1. The restaurant has been vacant for several years and the requested change to Industrial will facilitate redevelopment and repurposing of this property in a manner that is economically viable and also compatible with the adjacent industrially zoned properties. No LUCA was filed for this request as the owners just became aware of the Plan2040 land use map. Thank you for your consideration.	YES
Deborah Weller	120 LINDA LN	MILLERSVILLE	21108-2115	No	Old Millersville Neighborhood Association	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	See submitted comments.	YES
Dianna	120 Maryland Ave	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	The revised Peninsula Development Policy removes the mention of single road access and does not address the need for new development to be compatible to existing character of the neighborhood. Both are important to the peninsula definition. Being surrounded by water presents a number of challenges including safety and environmental. I continue to be surprised by the lack of mention and discussion surrounding safety. Peninsula's greatly decrease the ability for citizens to exit or enter when the only road is closed. This happens several times a year. Single Road access can slow down response times for emergencies with less area for vehicles to maneuver out of the way for emergency vehicles. I request the original Peninsula Development Policy defining a peninsula with single road access and keeping development compatible with the existing character of the community be used within the GDP. Also, I oppose the amendment to redefine "conservation" and "open space."	
Eli Antons	8377 Oak Hollow Dr	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please RESIST any amendment offered to change the priority order of the small area plan.	
Emily Parkhurst	po box 42	Mayo	21106	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	Plan2040 Land Use categories of Conservation and Open Space should be retained and applied as currently defined in the plan draft, ie, passive or active recreation. The Admin has repeatedly stated that the Land Use map shows current use so at minimum, parks should be given the Land Use type according to current use: active recreation v. passive recreation. Both Land Use types permit a broad range of activities/access by the public. Conservation Land Use type permits low impact activities and less impervious surface, essential for parks near waterways. Please vote down any amendment to alter this use/definition of Land Use types. Please do vote for an amendment that classifies all parks with waterfront as Land Use = Conservation. Thank you.	
EMILY PARKHURST	PO BOX 42	MAYO	21106	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	Please retain the Peninsula Development Policy as written in the current draft, without change or amendment. It is not exclusionary; it is reflective of the environmental reality of the land configuration. It reads: Existing, primarily residential communities that are nearly surrounded by water; and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is primarily limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea level rise are given.	
Jacqueline Fournier	812 Selby Blvd	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	I particularly support the current wording about residential peninsulas in the county, such as Mayo where I live.	
Jean M Stallings	2607 Chapel Lake Dr #310	Gambrills	21054	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Jean Stallings	2607 Chapel Lake Dr #310	Gambrills	21054	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Joan Seiler	687 207th St	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the SBA offered by Councilwoman Fiedler.	
John W Van de Kamp	40 Lawrence Avenue	Annapolis	21403	No	Bay Ridge Civic Association	Bill 11-21(a2): GDP – Plan2040 as amended	Support	Two items: the definition of peninsula; First, The Peninsula amendment discussed at the Council work session on April 13th is incomplete and inadequate. It removes single road access as a defining feature of a peninsula, it refers to but does not define "substantial growth" and says nothing about the need for development to be compatible with the existing character of the neighborhood. Next, the Forest Drive Task Force Recommendations, we submitted 18 amendments based on the State-County-City Forest Drive Task Force recommendations. The multi-jurisdictional Forest Drive Task Force must be maintained to integrate these requirements into State, County, City plans, policies and operations. It is the most dangerous road in the county for fatalities and accidents with 5 failing intersections. 40,000 vehicles use Forest Drive each day, 10,500 people live along it. It has the highest concentration in the City of Annapolis and Anne Arundel County of unemployed and low-income workers, zero car households, the elderly and disabled.	
Keaston Edwards	7515 East Plateau Drive	Hanover	21076	No		Bill 11-21(a2): GDP – Plan2040 as amended	Support	Please support the Small Business Amendment offered by Councilwoman Amanda Fiedler. THANK YOU	
Kyle Pullen	594 Pasture Brook Road	Severn	21144	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please resist any amendment that would change the order of the regional small area plan.	
Kyun Berwager	1722 Crownsville Rd	Crownsville	21032	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	"Please resist any amendments to the order of the regional small area plan" Thank you for your time and consideration.	
Laurie Pullen	594 Pasture Brook Road	Severn	21144	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please resist any amendment that would change the order of the regional small area plan.	
Lisa Arrasmith	7703 Siden Drive	Hanover	21076	No	The Public Water Access Committee	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	Please see attached testimony supporting Amendment #81 Parks & Open Space sponsored by the Administration, Councilwoman Lacey and Councilwoman Pickard and opposing the Peninsula Policy Area.	YES
Lisa E VanBuskirk	1053 Carrs Wharf Road	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	I oppose potential amendments to GDP2040 that would change the definition of our Conservation and Open Space land to one that would change the nature of those spaces, thus potentially opening them up to more development (i.e. ballfields with commiserate parking). I want our community to enjoy our parks, water access, open spaces, and have access to organized athletic activities, but not at the expense of our natural features, like fragile shorelines, forests, and meadows. I support the current definition of Peninsula and oppose any potential amendments to GDP2040 that would change the definition away from: "Existing, primarily residential communities that are nearly surrounded by water; and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is primarily limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea level rise are given. (p.39, Vol 1)"	
Lois A Erhard	118 Waterside Ct.	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	Please vote NO to an Amendment of LUCA69. It should be referred to the Regional Planning Advisory Committee as recommended by OPZ to let the community have its say. Thank you.	
Lois Berwager	1722 Crownsville Rd	Crownsville	21032	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	"Please resist any amendments to the order of the regional small area plan" Thank you for your time and consideration.	
Lynn Howard	3978 Ramsey Drive	Edgewater	21037	Yes	Lynn Howard	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	Protect our peninsulas and the unique challenges we face. I oppose any amendments that create broad definitions & substantially weaken the definition of the Peninsula Development Policy area. The proposed amendment removes single road access as a defining feature of a peninsula, it refers to but does not define "substantial growth," and says nothing about the need for development to be compatible with the existing character of the neighborhood. This proposed definition would substantially weaken the already weakened Peninsula definition which is crucial to protecting the character, quality of life and health of the peninsula residents & wildlife. I vigorously oppose changes that will weaken the definitions that protect the peninsula & advocate for the removal of "primarily" from the existing definition.	
Mary McDaniel	352 Dublin Dr	Glen Burnie	21060	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Matt Minahan	3651 First Avenue	Edgewater	21037	Yes	Neighbors of the Mayo Peninsula, AA Peninsula Coalition	Bill 11-21(a2): GDP – Plan2040 as amended	No Position		YES
Matthew Fianagan	258 Nathan Way	Millersville	21108	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
michael doyle	1652 Isabella ct	millersville	21108	No	old millersville neighborhood association	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	I support and agree with the concerns previously submitted by Debbie Weller on behalf of the OMNA. There are five lanes of traffic that affect the traffic lights at the junction of RTE 3 N and Millersville road: the far left lane is for traffic turning left onto west bound RTE 175/Millersville road, there are two lanes for straight through traffic and the far right lane is for traffic turning right on to Millersville road. The fourth lane is for traffic that intends to go straight and merge onto I97, although that is rarely the case lane as most cars use this lane as a passing on the right lane to get ahead of the traffic. Additionally traffic merges from Millersville road going north on RTE 3 into the same lane used for I97 traffic. As yet there have been no fatalities at this point. It wasn't so long ago that my well went dry and I am concerned that it may again occur unless there are restrictions on development that tap into an already depleted aquifer	
Michele Danoff	1401 Pennington Ct	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	I SUPPORT Plan2040's current definition of the Peninsula Development Policy: "Existing, primarily residential communities that are nearly surrounded by water; and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is primarily limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea level rise are given. (p.39, Vol 1)" Please DO NOT water this down via an expected amendment. We are very frustrated and disheartened to continue hearing false claims on what protecting our peninsulas means. Maryland's treasure of the Bay needs all the help it can get and peninsulas affect it more simply by virtue of their geography. We've spent years working to 'Save the Bay,' let's not water down steps that will continue that legacy. It's also frustrating to keep trying to correct language put out by water access groups that is not true. Parks purchased with POS funds can be both conservation while still allowing for additions of things such as bathrooms and play areas. We need to continue to keep these areas environmentally healthy for all to come and enjoy.	

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Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Pamela Hawkins	302 Winston Road	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Pastor Arcand	195 Ritchie Hwy	Severna Park	21146	No	Lighthouse Baptist Church	Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please resist any amendments to the order of the regional small area plan.	
Pastor Paul Arcand	195 Ritchie Hwy	Severna Park	21146	No	Lighthouse Baptist Church	Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please pass the Small Business Amendment offered by Councilwoman Fiedler	
Patricia J Stephens	191 Arundel Road	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Paul J Arcand Sr.	701 Conover Lane	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Support small business amendment being offered by Councilwoman Girdler.	
Paul J. Arcand II	701 Conover lane	PASADENA	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please resist any amendments to the order of the regional small area plan.	
Paul J. Arcand II	701 Conover Lane	PASADENA	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please pass the Small Business Amendment offered by Councilwoman Fiedler	
Philip Evans	306 ELM ST	EDGEWATER	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	I support the current definition of the Peninsula Development Policy: "Existing, primarily residential communities that are nearly surrounded by water, and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is primarily limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea level rise are given. (p.39, Vol I)"	
Raymond Gotha	916 Phillip Howards Drive	Laurel	20707	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Raymond Hawkins	302 Winston Road	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Robert Esch	3731 Bay Dr	Edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	After watching the last Council meeting and your work on the 2040 GDP and specifically the plethora of amendments voted on by the Council, I was very disturbed by the number of 7-0 votes on the majority of the amendments. The appearance of the entire Council voting in lockstep is not how I've seen previous meeting votes. Is there a quid pro quo going on not transparent to your constituents? While I appreciate the volume of work on your part to get this legislation finalized, I have lived with the consequences of last minute amendments in the 2009 GDP. Please vote on each amendment as your constituents would want you to.	
Robin Turk	Warfield Road	edgewater	21037	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	Support	I'm speaking up about the language regarding PENINSULAS in the current draft of Plan 2040. PLEEEASE Keep this definition of the Peninsula Development Policy: "Existing, primarily residential communities that are nearly surrounded by water, and served by a single primary road corridor for access and egress. These areas are located both within and outside of the PFA and the public sewer service area. Development is primarily limited to infill and redevelopment that must be compatible with the existing character of the neighborhood and where consideration of salt-water intrusion and vulnerability to sea level rise are given. (p.39, Vol I)" We need to protect our environment first. If we don't, what else is there? Serious THANK YOU for all of your hard work!!! Robin Turk	
Ron Paul	414 Fernwood Ct	Severna Park	21146	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler.	
Ruth Antons	8377 Oak Hollow Dr	Pasadena	21122	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please RESIST any amendment offered to change the priority order of the small area plan.	
Scott Kedroski	PO Box 734	Mayo	21106-0736	No	West Shoreham Citizens Association	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	This modified language does not fit our peninsula and requires further evaluation if it is considered to be changed. "Existing communities that are nearly surrounded by water. Not intended for substantial growth or land use change, but may have specific areas targeted for revitalization. Development, including infill and redevelopment, must consider vulnerability to sea level rise and saltwater intrusion." This proposed amendment removes single road access as a defining feature of a peninsula, it refers to but does not define "substantial growth," and says nothing about the need for development to be compatible with the existing character of the neighborhood. "This proposed definition would substantially weaken the already weakened Peninsula definition. We do support the removal of the word "primarily" from the existing Peninsula definition.	
Shavonne Bartley	13 Walden Birch Ct	Woodlawn	21207	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the Small Business Amendment offered by Councilwoman Fiedler. The church I attend is in Councilwoman Fiedler's District - Lighthouse Baptist Church.	
South River Colony Conservancy	3710 Colony Club Drive	Edgewater	21037	No	South River Colony Conservancy	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	See attached from South River Colony Conservancy.	YES
Stacie Flanagan	258 Nathan Way	Millersville	21108	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	Please support the small business amendment being offered by Councilwoman Amanda Fiedler.	
Steven Waddy	Po box 6210	Annapolis	21401	No	Naacp	Bill 11-21(a2): GDP – Plan2040 as amended	Oppose	This plan does not adequately address the future needs of the Black community and reinforces the status quo in Anne Arundel County. The lack of zoning and land use changes to increase development of low income and work force housing in South County and along the Peninsula reflect the entrenched class and racial divides that have existed for centuries and were codified in many of the previous zoning laws that created the wealth divide in the first place. This plan as amended does not offer enough of a foundation for communities to address the needs for zoning during the small area planning process. The small areas that Black families have been priced out of or directly excluded from decades of racist policies in the housing and banking industry. The NAACP's previously submitted testimony recommended specific zoning and land use changes from fair housing experts who have analyzed the regional nature of Anne Arundel County's housing and determined that massive, radical change is needed. This council is the one to make those changes. If the changes are not made, it will be the fault of this council despite any attestation to the contrary. One may want to blame the Black community for its nonparticipation in Plan 2040, but considering that the community itself is overwhelmed by the myriad economic, environmental, health, educational and police related attacks it has been facing lately it shouldn't be surprising that we did not organize en masse to tell white run institutions what they already know: the system is rigged. If we have seen anything from this pandemic it is that the wealthy white communities are making out like gangbusters with higher home prices, greater job stability including the ability to work from home, and better health outcomes. This while non-military Black people working in Anne Arundel are generally working in other people's homes as home healthcare workers, doing gig work driving door dash or Lyft, or in warehouses and service sector jobs that are paid at or near minimum wage with no benefits. Those workers need affordable housing now and in the long term. This plan needs to consider them at a greater capacity across the county, not just in west and north county. The one thing Black people were able to do together in 2018 was go out and vote this current administration and council majority into office. The question that will have to be answered is what good it did for us besides the passage of some easy low hanging fruit. Implementing real long lasting change in planning and zoning requires a strong will and fervent commitment as well as the right people, not a reliance on the status quo and institutionalists seeking to preserve community character and some dream of environmental utopia.	
Tammy Switzer	3621 Beach Drive Blvd	Edgewater	21037	Yes	Tammy L Switzer Mortgage	Bill 11-21(a2): GDP – Plan2040 as amended	Support	We are requesting that you please support the Small Business Amendment offered by Councilwoman Fiedler and avoid any amendments to the order of the Regional Small Area Plan. Thank you for your consideration.	
Wayne	1722 Crownsville Rd	Crownsville	21032	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position	"Please resist any amendments to the order of the regional small area plan" Thank you for your time and consideration.	
Wayne & Lynn Nappari	110 Dorchester Road	Glen Burnie	21060	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position		
Wayne Berwager	1722 Crownsville Rd	Crownsville	21032	Yes		Bill 11-21(a2): GDP – Plan2040 as amended	No Position		
Alice Cook	107 Mountain Road	Linthicum	21090	Yes		Bill 27-21: Permits for Use of County Right-of-Way – Maintenance Permit & Inspection Fees	Oppose	63 Stop the Maglev! I do not want this elitist, expensive and environmentally harmful train system running under my house!! Improve what we already have in place!!	
Susan Cochran	332 Hamlet Circle	Edgewater	21037	Yes		Bill 28-21: Subdivision and Development – Community Meetings	1 Support	Ensures no misunderstanding of what citizens and presenters have said. Increases trust.	
Akeem Idris	1628 Hekla LN	Harmans	21076	Yes		Resolution 23-21: Support Internet Streaming of Police Trial Board hearings	1 Support		
Steven Waddy	Po box 6210	Annapolis	21401	No	Naacp	Resolution 23-21: Support Internet Streaming of Police Trial Board hearings	Support	The Police are granted special authorities by the residents of Anne Arundel County to enforce laws in a manner that is not only constitutional but also humane and respectful. When an officer chooses to violate the trust that the community has given him to conduct himself in accordance with the law he should be removed from the force. If he contests his removal, the hearing should not be held behind closed doors, constantly delayed, and under the cover of night. The hearing should be open and transparent, available for all of the community to witness and ensure that justice is served.	
Susan Cochran	332 Hamlet Circle	Edgewater	21037	Yes	League of Women Voters of AAC	Resolution 23-21: Support Internet Streaming of Police Trial Board hearings	Support	logical extension of transparency	
Adam Campanile	69 Ridge Road, Unit F	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	3 Support		
Adam Roth	59 Southgate Ave	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The Maglev will destroy our economy, environment and devastate Maryland wildlife. We won't be able to recover our natural ecosystem if it goes through. Only the super rich will benefit. Please listen to actual science and Maryland constituents. Please improve the infrastructure we already have.	
Adena Galinsky	54 Ridge Rd, Unit L	Greenbelt		Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SChMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Aileen Kroll	14 Laurel Hill Rd, z2	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of green space and connectivity. The potential costs to taxpayers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWRP and Northeast Maglev) have repeatedly used misleading and false information regarding the environmental aspects of this project. If the goal is to add jobs, please invest in updating existing infrastructure. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	
								1)Environmental disaster; 2) Further fiscal divide by creating "public transportation" not accessible to the public (due to cost and geographical location); 3) decreases home values in Prince George's County; 4) COVID has made it clear that meetings can be held virtually so use will be most limited and will fall to taxpayers to subsidize. All around, bad idea. A solution looking for a problem.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C. and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Alan Chaney	1254 Hickory Hill Cir	Arnold	21012	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								I would like to offer my opposition to County Council Resolution 24-21 which is a resolution aimed at opposing the SCMagLEV project. I wholeheartedly support building the SCMagLEV project. I urge the Council to vote no on this resolution which is not supported by the real facts of the project. As Anne Arundel County Plan2040 repeatedly notes, the county is at a critical juncture with regards to its land consumption and transportation strategies. With a significant expected increase in the County residential and workforce population by 2040, the plan makes lucid that current traffic congestion and environmental decline will only be exacerbated without fundamental change. SCMagLEV will be a part of that urgently required fundamental change. Resolution, 24-21 claims that the SCMagLEV project will require the acquisition and displacement of numerous homes. This is a blatantly untrue statement. The SCMagLEV project, throughout all of Maryland, will not require a single residential displacement. All proposed SCMagLEV routes currently under study are almost entirely in deep tunnel, between 100-200 feet underground. The only exception to this, where the project is on elevated viaduct, is immediately parallel to the Baltimore Washington Parkway adjacent to Fort Meade. As a matter of fact, there will not be a single residential displacement in both Anne Arundel County and the entire state of Maryland. Over the past four and half years of planning, BWPR has sought to avoid any residential displacements and minimize impacts to businesses and parks to the greatest extent possible. Instead of the 20th century highway projects of Maryland which displaced hundreds of thousands, or more recently the Purple Line and 270/495 expansion which each are displacing more than 50 homes, I believe we should be commending SCMagLEV for not causing a single residential displacement. As the independently produced DEIS lucidly notes (4.4-4), "the above-ground viaduct would not bisect communities." Moreover, the DEIS continues that all Build Alternatives "were located as close to existing transportation corridors as possible. In addition, large portions of the SCMagLEV Project have been designed as guideway tunnels, with 75 to 85 percent of the Build Alternatives located in tunnel" (4.12-23). My letter, based on facts, has hopefully captured your attention and that before proceeding to a vote on the future of the project in Anne Arundel, you and the Council will have more information. I urge you to please support the transformative SCMagLEV project and vote no to Resolution 24-21.	
Alex Jackson	131 Bree Ct	Grasonville	21638	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C. and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Alexander Borodin	8246 Green Ice Dr	Pasadena	21122	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Alice Cook	107 Mountain Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Alicia Kaniewski	417 Townsend ave	Baltimore	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Stop the Maglev from coming through our community! It is too expensive, not environmentally friendly and will disrupt our lives by displacing us. How dare you! Improve what we already have in place!	
Alison Brown	601 Forest View Rd	Linthicum Height	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I support the opposition to the Maglev Project.	
Allen Hosmer	115 forestdale ave	Glen burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	NO high speed train through my community or beneath my home!!!	
Allison Evans	12707 Kincald Lane	Bowie	20715	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	More high speed rail is good for the country and will reduce our reliance of fossil fuels.	
Angela Armagost	216 mansion rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	As a resident of Prince Georges County I do not want the Maglev train to be run through our communities and our nature preserves, just to provide expensive transportation to limited destinations. We already have existing trains that could be improved upon. We do not need or want the Maglev project. Thank you, Allison Evans	
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C. and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Angela Goudounis	409 Walnut Dr	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								I oppose destroying one of our last environmentally protected areas for an experimental project for very rich people when what is needed is upgrades of our existing rail infrastructure. This area was set aside over a century ago for research and preservation. That foresight has now become much more recognized and important in light of our climate crisis. The project would pollute the marsh, wetlands, creeks, rivers, and the Chesapeake Bay. I have a concern about the safety of such a system and the health effects of short and long-term exposure to the electromagnetic fields (EMF) needed to levitate and propel the multi-ton SCMaglev, especially as increasing levels of EMF in our lives are correlated with increasing incidence of disease and illnesses. We have an operating and evolving rail transportation systems in place - Amtrak and MARC which serve a far broader customer base than the elite traveler SCMaglev ticket prices would limit those served. Amtrak is already developing and testing the next generation Acela - a high-speed rail train set capable of 200 MPH on the EXISTING rail alignments. MARC is capable of 100 MPH plus when expressed. Amtrak has and is upgrading and modernizing following an already FRA-approved plan with the installation of continuous high-speed rail that both MARC and Amtrak run on and the building of the new \$4.7 million Amtrak & MARC train station at BWI. For high-speed transit between Baltimore and D.C., we should look at the West Baltimore MARC Express Plan. Let's use existing MARC equipment running on existing high-speed rail. This would result in little impact on the environment or EJ communities, while serving far more people and shorter transit time than current MARC schedules. We are now recognizing the community cohesiveness and health costs of putting highways through disadvantaged communities. Let's not double down on the damage by tearing up both our land and our communities with an experimental, unneeded system as sort of a toy for the ultra wealthy, while adjacent communities suffer from radiation and at tunneled sections, from release of radioactive gas and toxic and cancer-causing compounds into the air. Maglev is a bad idea all the way around, counterproductive to moving Maryland forward. I urge you to support Resolution 24-21 to stop this project. Thank you for the opportunity to comment.	
Anne J Ambler	12505 Kuhl Road	Silver Spring	20902	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	There is a long and growing list of reasons to OPPOSE building the SCMagLev, which includes: (1) Massive destruction and fragmentation of one of the last environmentally protected areas, and the resident plants and species, on the east coast set aside over a century ago for research and preservation. (2) Pollution of the marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation of the SCMagLev. (3) Unanswered questions and concerns on the safety and crashworthiness of the system, now only operating on a test and development track in Japan. (4) Unanswered questions and the lack of independently verified research on the potential health risks of short and long-term exposure to the electromagnetic fields (EMF) needed to levitate and propel the multi-ton SCMagLev, especially as increasing levels of EMF in our lives is being correlated to increasing incidences of disease and illnesses. (5) How does bringing in a foreign land-based transportation fit with the Biden's Administration's plan to "Buy American"? (6) We have an operating and evolving rail transportation systems in place - Amtrak and MARC which serve a far broader customer base than the elite traveler SCMagLev ticket prices would limit those served. (7) Amtrak is already developing and testing the next generation Acela - a high-speed rail train set capable of 200 MPH on the EXISTING rail alignments. (8) MARC is capable of 100 MPH plus when expressed. (9) Amtrak has and is upgrading and modernizing following an already FRA-approved plan with the installation of continuous high-speed rail that both MARC and Amtrak run on and the building of the new \$4.7 million Amtrak & MARC train station at BWI. (10) For high-speed transit between Baltimore and D.C., look at the West Baltimore MARC Express Plan - which employs existing MARC equipment running on existing high-speed rail, resulting in little impact on the environment or EJ communities, while serving a far high number of the population who can afford the low-ticket price, and achieving shorter transit time, as compared to the current MARC schedules. (11) SCMagLev build plans have a large negative impact on several EJ communities. (12) Surface ventilation facilities needed to support tunneled sections, bring the potential of releasing radioactive gas, toxic and cancer-causing compounds into surrounding communities.	
Bailey Loving Condrey	10205 Parkwood Drive	Kensington	20895	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Disruption to community, unrecoverable costs, loss of property values. This project is an over expensive transportation project that mirrors a failed light rail, that has wreaked havoc on this community. Will not create any value, only soaring deficits and failing technology before it would be completed. I urged all representatives to oppose this project.	
Barbara Ramsey	302 Cresswell Road	Brooklyn Park	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Barry Hopkins	851 Main Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	There is enough destruction and disruption in Linthicum. I do not want this train. You can be in DC in 30 minutes by timbg your trip. Already we have noise and crime from an unnecessary light rail stops, too many new housing developments, and BWI.No more!	
Barry Laurent	412 Greenwood Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Beth Tinsley	826 Main Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Beverly Kantorski	704 Holy Cross Road	Baltimore	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Binyam	9417 tosrmain way			Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	- not good for the environment in many ways; noise, load on electric load - drastically affect our property value. - no economic value for the community as there are no stops in county	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Brenda Cintron	1621 Hekla Lane	Harmans	21077	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This train will not benefit Anne Arundel County or our community. This train will not serve the communities it is going to destroy with its presence. The majority of the communities impacted adversely by this unwanted train are 69% minorities. If the rich want this train then run it in their neighborhood. They support the build because it's not in their back yard. In our community, we already Deal with enough. BWI plane routes, rd100 traffic noise, currently reduced by trees this build will take down, the casino traffic, and crowd. That's enough! The kids in Maryland City and Russell are going to lose their multi-purpose fields. MCRS serves over 300 kids, the majority of which are minority and or from underserved groups. Kids need activities to develop. This build will take away their play soccer, baseball, and basketball. I'm sure that the Annapolis Would fight this build if their soccer, lacrosse, football fields were taken away. Well we are fighting against this build to preserve our communities. And to all elected officials who vote in favor of this Train build. Be prepared to be voted out. We don't want this train.	
Brenda Mower	7606 Gigur Dr	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I oppose the Maglev.	
Brian Caswell	5922 Linthicum Lane	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I believe the MagLev project would be both an environmental improvement and economic advantage for the region and support it's continued development.	
Brittany McCracken	705 Wooddale Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Candy Carter	7723 Acrocomia Drive	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I strongly object to the implementation of this Maglev project. We already deal with the airport noise, the mall noise, traffic and crime as well as the proximity of the jail. Adding this to our neighborhood is an unfair burden	
Cara Millstein	120 Charles Street	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Carole Ann Geronimo	3406 Bitterwood Place, Unit J104	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This projects effect on communities in AA County is deleterious. Most routes have major intrusions into Maryland City & Russett (where I live). The benefit is minimal. There's already rail from DC to Baltimore. That could be improved with much less harm to wetlands, open spaces, etc.	
Carole Breakstone	2 Woodland Way, Unit D	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The Maglev plan requires the removal of remaining rare ecosystems in Greenbelt. I oppose the Maglev on ecological and species preservation grounds and to combat climate change. I also oppose it on quality of life issues for myself and my town members as this takes away precious green space that we need to shield and absorb pollutants from the major highways that criss-cross our community. It threatens to remove the Green in Greenbelt, and what is most valuable about this community.	
Carolyn M Brooks-McCutcheon	121 Berlin Avenue	Brooklyn Park	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Catherine Louise Mitchell	P.O. Box 2995-21001	Annapolis	21404	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I am writing to ask you to VOTE IN FAVOR OF AND PASS "RESOLUTION 24-21" to oppose the Baltimore-Washington Superconducting MAGLEV Project. THE MAGLEV PROJECT: Instead of focusing on improving the existing train corridors for regular commuters and upgrading mass transit to high speed rail, as used in Europe, this project tears through protected areas in a NEW route from DC to Baltimore. FLOODS and INCREASED CLIMATE DISASTERS The new MAGLEV route will cause massive destruction and fragmentation of one of the last environmentally protected areas, and the resident plants and species, on the east coast set aside over a century ago for research and preservation. It will pollute marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation. Any damages to wetlands make our area more vulnerable to flooding - and the sea level rises already apparent in Maryland's coastal counties, with dead forests killed by infiltrating salt water, show that this is not an idle threat. Wetlands protect against floods. Fill in the wetlands and everyone downstream suffers. This MAGLEV project must be categorically STOPPED. Many, many thanks, Catherine Louise Mitchell	
Catherine Prince	408Hidden Brook Dr. Apt H	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Charles Hilberg	66 Hickory Hill Cir	Arnold	21012	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Chris Muhly	508 Nightingale Ct	Millersville	21108	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Chris Rea	33 City Gate Ln	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Chris Yates	1307 Iron Oak Cove	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Christopher Howard	1771 Tyrone St	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Cindy McCracken	605 Eagles Wing Ct	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
City of Greenbelt Mayor and Council	15 Crescent Rd	Greenbelt	20770	No	City of Greenbelt Mayor and Council	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This letter is submitted on behalf of the City of Greenbelt Mayor and Council.	YES



Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Clarence Bryant	1612 Trumbuls Ct	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore-Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Courtney Rogers	179 Duke of Gloucester St	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I am writing to you to express my strong opposition to Resolution 24-21 put forth by the County Council which seeks to oppose the SCMAGLEV project. I fully support building the SCMAGLEV project and ask you to vote no on the resolution or rescind it from the agenda SCMAGLEV will take cars off our roads, having the dual benefits of easing congestion and improving our air quality. Per the independently-produced DEIS (4-2-6), SCMAGLEV is expected to divert between 11.3 million to 12.6 million cars off the road by its opening year, to more than 16 million cars per year by 2045! This translates into a 9-12% reduction in regional Vehicle Miles Travelled (VMT) (DEIS 4.16-10), or 57,000 less car trips per day. This reduction of car use, which will be predominantly on busy DC-Baltimore through-ways like the Baltimore-Washington Parkway and I-95, will lower regional tailpipe emissions and improve regional air quality (DEIS 4.2-7). By 2045, as SCMAGLEV ridership increases, the service is expected to divert between 393 and 437 million VMT. These steep auto reductions cannot come soon enough as the EPA already notes that most of the SCMAGLEV project area, including vast parts of Anne Arundel County, are already in non-attainment status air quality. Therefore, by taking DC-Baltimore through traffic off of the major roadways between Washington DC and Baltimore, communities in between will benefit as there will be fewer passing cars who leave nothing in Anne Arundel County except for emissions, noise, and congestion. There is no other proposed project in Maryland with the ability to take that many cars off of our region's roadways. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMAGLEV is a solution to help the County achieve their goals Resolution 24-21 claims that there would be "significant social and economic" impacts resulting from the SCMAGLEV project. While the resolution argues these would be negative impacts, the facts actually suggest they'd be incredibly positive for the County. Anne Arundel County can expect a windfall of economic benefits from the SCMAGLEV project. First, during an estimated seven-year construction period, the independently-produced DEIS predicts the need for more than 161,000 job-years of labor. That means there will be approximately 23,000 jobs per year for seven years. According to the DEIS (4-6-16), this construction effort will cost \$13.93 billion, with \$8.8 billion of that being direct labor earnings across the state of Maryland. There is no doubt that a significant portion of those taxable labor earnings will be reaped by Anne Arundel County. This rapid need for varied levels and forms of labor is entirely compatible with Anne Arundel Plan2040's consistent theme of developing a skilled workforce within the county. For example, Plan2040's Goal Healthy Economy 2 seeks targeted growth in new areas and seeks increased opportunities for innovation. Bringing SCMAGLEV, the fastest and most technologically advanced train in the world, to Anne Arundel County is the epitome of forward-thinking innovation. To help train this workforce, BWRR looks forward to working with local institutions like the Anne Arundel Community College, the Anne Arundel Workforce Development Corporation (AAWDC) and their perfectly-tailored "Bridges to Construction" program, and eventually tapping Anne Arundel's wealth of cyber and electronics experts for system operations and security. My letter, based on facts, has hopefully captured your attention and that before proceeding to a vote on the future of the project in Anne Arundel, you and the Council will review more information. I urge you to please support the transformational SCMAGLEV project and vote no to Resolution 21-21.	
Craig George	6 South Gay Street	Baltimore	21202	No	Various Concerned Citizens	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I am writing to you to express my strong opposition to Resolution 24-21 put forth by the County Council which seeks to oppose the SCMAGLEV project. I fully support building the SCMAGLEV project and ask you to vote no on the resolution or rescind it from the agenda SCMAGLEV will take cars off our roads, having the dual benefits of easing congestion and improving our air quality. Per the independently-produced DEIS (4-2-6), SCMAGLEV is expected to divert between 11.3 million to 12.6 million cars off the road by its opening year, to more than 16 million cars per year by 2045! This translates into a 9-12% reduction in regional Vehicle Miles Travelled (VMT) (DEIS 4.16-10), or 57,000 less car trips per day. This reduction of car use, which will be predominantly on busy DC-Baltimore through-ways like the Baltimore-Washington Parkway and I-95, will lower regional tailpipe emissions and improve regional air quality (DEIS 4.2-7). By 2045, as SCMAGLEV ridership increases, the service is expected to divert between 393 and 437 million VMT. These steep auto reductions cannot come soon enough as the EPA already notes that most of the SCMAGLEV project area, including vast parts of Anne Arundel County, are already in non-attainment status air quality. Therefore, by taking DC-Baltimore through traffic off of the major roadways between Washington DC and Baltimore, communities in between will benefit as there will be fewer passing cars who leave nothing in Anne Arundel County except for emissions, noise, and congestion. There is no other proposed project in Maryland with the ability to take that many cars off of our region's roadways. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMAGLEV is a solution to help the County achieve their goals Resolution 24-21 claims that there would be "significant social and economic" impacts resulting from the SCMAGLEV project. While the resolution argues these would be negative impacts, the facts actually suggest they'd be incredibly positive for the County. Anne Arundel County can expect a windfall of economic benefits from the SCMAGLEV project. First, during an estimated seven-year construction period, the independently-produced DEIS predicts the need for more than 161,000 job-years of labor. That means there will be approximately 23,000 jobs per year for seven years. According to the DEIS (4-6-16), this construction effort will cost \$13.93 billion, with \$8.8 billion of that being direct labor earnings across the state of Maryland. There is no doubt that a significant portion of those taxable labor earnings will be reaped by Anne Arundel County. This rapid need for varied levels and forms of labor is entirely compatible with Anne Arundel Plan2040's consistent theme of developing a skilled workforce within the county. For example, Plan2040's Goal Healthy Economy 2 seeks targeted growth in new areas and seeks increased opportunities for innovation. Bringing SCMAGLEV, the fastest and most technologically advanced train in the world, to Anne Arundel County is the epitome of forward-thinking innovation. To help train this workforce, BWRR looks forward to working with local institutions like the Anne Arundel Community College, the Anne Arundel Workforce Development Corporation (AAWDC) and their perfectly-tailored "Bridges to Construction" program, and eventually tapping Anne Arundel's wealth of cyber and electronics experts for system operations and security. My letter, based on facts, has hopefully captured your attention and that before proceeding to a vote on the future of the project in Anne Arundel, you and the Council will review more information. I urge you to please support the transformational SCMAGLEV project and vote no to Resolution 21-21.	YES
Craig George	6504 Tender Mist Mews	Columbia	21044	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore-Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Craig Rentch	418 Walnut Dr	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	As a local Maryland high school student that is preparing to study engineer when I enter college, I am writing to you to express my strong opposition to Resolution 24-21 put forth by the County Council which seeks to oppose the SCMAGLEV project. I fully support building the SCMAGLEV project and ask you to vote no on the resolution or rescind it from the agenda after reviewing Anne Arundel County's new General Development Plan, Plan2040. I was excited to learn of the County's long-term vision of improved investment in the transportation system, easing traffic congestion to improve quality of life, and improving environmental quality like the air we breathe. These are all goals that SCMAGLEV will help achieve. Resolution 24-21 claims that the SCMAGLEV project will have resource impacts including disturbances to and pollution of the Anacostia River, Beaverdam Creek, Patuxent River, and Little Patuxent River. This claim is without any evidence. To start, SCMAGLEV will be in deep tunnel beneath the Anacostia, approximately 200 feet below ground level and 75 feet beneath the riverbed. There will be no impacts to the Anacostia river at all. With regards to the Patuxent and Little Patuxent Rivers, SCMAGLEV will be in elevated viaduct approximately 110 feet in the air and the pillars supporting the viaduct will not be placed in the water. Moreover, with SCMAGLEV trains not emitting any air or liquid emissions, there will be no pollution to Anne Arundel's rivers. And with regards to Beaverdam Creek, BWRR's preferred Alignment J-03 would entirely avoid the area of the Beaverdam Creek. The DEIS succinctly captures these points in Chapter 4, Section 12, Page 22 by noting "To minimize basing large areas of intact sensitive habitats, Build Alternatives J-01 through J-06 and J-11-01 through J-11-06 were located as close to existing transportation corridors as possible. In addition, large portions of the SCMAGLEV Project have been designed as guideway tunnels, with 75 to 83 percent of the Build Alternatives located in tunnel. As a result, habitats and sensitive species associated with the Anacostia River and Patuxent River crossings have been avoided. Additionally, based on agency input, the Project Sponsor revised the location of an ancillary facility to avoid impacts to the federally threatened swamp pink and extensive wetlands in the Harmans area of Anne Arundel County, as detailed in Section 4.11 Wetlands and Waterways. Although the SCMAGLEV Project would span across or tunnel beneath major waterways and their tributaries to avoid impacts to aquatic and riparian habitats, temporary construction-related instream activities may be necessary, as outlined in Section 4.11 Wetlands and Waterways. Build Alternatives largely avoid fisheries resources and migration paths associated with major stream systems and/or high-quality Tier II Waters (Anacostia, Patuxent, and Patuxent Rivers, Beaverdam Creek, Baltimore Harbor and tributaries) by tunneling below or spanning over the systems." For all the reasons noted above, I sincerely hope that the Council takes the time to review more information on the SCMAGLEV project before taking any votes on its future in Anne Arundel County. Please support the SCMAGLEV project for all that it can do for Anne Arundel County and vote no to Resolution 24-21.	
Cullen Scott	1007 Stattersville Road		21120	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I (we) as well as residents of AA and PG Counties are against the SCMagLev. The negative impacts far outweigh any benefits. Damage to the Community: ?Environmental & Ecological Impact - The Proposed SCMagLev Would Partially Destroy One of the Last Significant Conservation, Wildlife Habitat & Research Areas on the East Coast ?SCMagLev wishes to transfer public lands – federal conservation lands, parks, and open space – to their private corporation. This includes: Patuxent Research Refuge, Beltsville Agricultural Research Center, BWI Parkway, NASA, Greenbelt Forest Preserve, and others. ?These consist of the largest conservation and research facilities in the Federal Gov and they contain endangered, rare, unusual, and uncommon plants and animals. ?Damage to structures (vibrations) – flooding, etc. ?Property and home values near ventilation facilities ?Greenhouse Gas Emissions - Generating the electricity needed to operate the SCMagLev, which one report out of Japan says requires five-times the energy needed for other high-speed trains, would increase CO2 emission ?Road Congestion: Little to NO Relief of the Region's Road Congestion ?Gasses (Radon) and dangerous Electro-magnetic fields (danger to pace makers and defibrillators Safer Alternative: ?Amtrak currently provides intercity passenger rail service with over 21,000 route-miles of track across 46 states, including the District of Columbia, and Canada	
Dan Cryan	109 S. Longcross Road	LINTHICUM HE	21090	Yes	as well as LSIA	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Dana Eldridge	263 Pertch Rd	Severna Park	21146	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Daniel E Woomer	6242 Woodland Road	Linthicum Heigt	21090-2322	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	There is a long and growing list of reasons to OPPOSE building the SCMagLev, which includes: (1) Massive destruction and fragmentation of one of the last environmentally protected areas, and the resident plants and species, on the east coast set aside over a century ago for research and preservation. (2) Pollution of the marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation of the SCMagLev. (3) Unanswered questions and concerns on the safety and crashworthiness of the system, now only operating on a test and development track in Japan. (4) Unanswered questions and the lack of independently verified research on the potential health risks of short and long-term exposure to the electromagnetic fields (EMF) needed to levitate and propel the multi-ton SCMagLev, especially as increasing levels of EMF in our lives is being correlated to increasing incidences of disease and illnesses. (5) How does bringing in a foreign land-based transportation fit with the Biden's Administration's plan to "Buy American?" (6) We have an operating and evolving rail transportation systems in place - Amtrak and MARC which serve a far broader customer base than the elite traveler SCMagLev ticket prices would limit those served. (7) Amtrak is already developing and testing the next generation Acela - a high-speed rail train set capable of 200 MPH on the EXISTING rail alignments. (8) MARC is capable of 100 MPH plus when expressed. (9) Amtrak has and is upgrading and modernizing following an already FRA-approved plan with the installation of continuous high-speed rail that both MARC and Amtrak run on and the building of the new \$4.7 million Amtrak & MARC train station at BWI. (10) For high-speed transit between Baltimore and D.C., look at the West Baltimore MARC Express Plan - which employs existing MARC equipment running on existing high-speed rail, resulting in little impact on the environment or EJ communities, while serving a far high number of the population who can afford the low-ticket price, and achieving shorter transit time, as compared to the current MARC schedules. (11) SCMagLev build plans have a large negative impact on several EJ communities. (12) Surface ventilation facilities needed to support tunneled sections, bring the potential of releasing radioactive gas, toxic and cancer-causing compounds into surrounding communities. For more in-depth discussions on why we all should OPPOSE building the SCMagLev, go to www.marcl-action.org, and click on the tab "SCMagLev Opposition." As we have for Prince George's County Council, and others, MCRT is available to lay out the key reasons you should oppose building the SCMagLev in a 60-minute presentation. I'm available to work with you to arrange such a briefing of the facts we have compiled. Thank you for your time and I ask you all to vote in support of and pass Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project.	
Danielle Ceidran	121 Hedgewood Dr.	GREENBELT	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I support a No Build option for Maglev. It is not wanted in Maryland. Thank you, Dan Ceidran	
Darren Borman	204 Charles Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The Mag Lev train should not be approved. It will cause extensive damage to communities, the environment, and multiple watersheds. The train will be too expensive for most people to use everyday (I commute to DC when not teleworking). The stops are not useful for commuters and will place an undue parking burden on those communities that do have a stop. We already have Amtrak which has proven to be inefficient at sustaining itself and requires heavy federal subsidies. The Mag Lev would not be able to pay for itself, would require costly upkeep and would likely need state local and federal support to operate.	
Darryl Byrd	215 Coronet Drive	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	There is no way that there is a transportation benefit to having the Maglev. We have great lines already - that simply need enhancements. Focus the money there. Its out of touch financially from a build perspective as well as affordability for riders. Fix & improve what we have & don't dump billions into this mess.	
David Fox	6308 Homewood Road	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This will be a major impact on our community in many negative ways and much like the light rail, will be under utilized costing taxpayers not only for the construction but also for the upkeep.	
David George Richardson	527 Cleveland Road	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
David Harder	1220 Meadow View Rd	Pasadena	21122	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	YES on Resolution 24-21 - OPPOSE the SCMAGLEV. The DEIS reveals the SCMAGLEV is an ill-conceived tech dream that will become a black hole for funding in the State of Maryland, it will eviscerate our environment, create hazards for drivers on the BW Parkway, and negatively impact people, businesses, and communities. To top it off, it is clearly NOT even a temporary solution for transportation challenges in the Washington area. This is all pain, and no gain. The MARC and AMTRAK plans for expansion and upgrade are visionary in an achievable way, and offer REAL and lasting jobs for STEM and the construction trades. They use technology PROVEN in the United States, they use technology that will integrate with existing transportation and emergency response systems, and they offer a real commuter transportation solution for Maryland, D.C., Virginia, and Delaware. Amtrak's nationwide rail system would certainly benefit from investment – let's spend our money on AMERICAN technology, AMERICAN construction, and AMERICAN maintenance. Note that there is NOTHING in the DEIS about the maintenance contract – a contract that will involve proprietary elements, meaning the continuing inflated "jobs" touted by the MAGLEV PR machine will be for building, not for maintaining this system. Amtrak's next generation High Speed Rail will provide more real jobs and economic growth for people in Maryland and across the United States – THIS is the answer. STOP THE SCMALEV TRAIN NOW!	
David J Hansen	411 Cleveland Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
David Marcum	535 Shipley Rd	Linthicum Heigt	21090-2828	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
David Martin	414 Music Lane	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
deborah brodeur	636 Cleveland Road	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Too much deforestation in our area over past 20 years. We dont need anymore.	
Deborah O Barrett	10302 BRISTOLWOOD CT	Laurel	20708	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Debra Roat	552 Forest View Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Demond Moy	3 Laurel Hill Rd	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I oppose the maglev	
Dennis bellin	115 kingbrook rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Diana Silkworth	421 Madingley Rd	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Dimitri Sfakianudis	2729 Lury Ln	Annapolis	21422	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I am strongly against County Council Resolution 24-21 that aims to bring down the SCMAGLEV project. I am strongly in favor of building the SCMAGLEV for the benefits it can bring to Anne Arundel County. Please vote no or rescind this flawed resolution, as even a cursory review of it reveals numerous factual errors easily refuted in the project's Draft Environmental Impact Statement. Even before I point out some of the factual errors in the Resolution 24-21, I'd first like to note that according to the DEIS (4.6-16), the construction effort will generate \$6.8 billion of direct labor earnings across the state of Maryland. There is no doubt that a significant portion of those taxable labor earnings will be reaped by Anne Arundel County. This rapid need for varied levels and forms of labor is entirely compatible with Anne Arundel Plan2040's consistent theme of developing a skilled workforce within the county. For example, Plan2040's Goal Healthy Economy 2 seeks targeted growth in new areas and seeks increased opportunities for innovation. Bringing SCMAGLEV, the fastest and most technologically advanced train in the world, to Anne Arundel County is the epitome of forward-thinking innovation. Local institutions like the Anne Arundel Community College, the Anne Arundel Workforce Development Corporation (AAWD/C) and their perfectly-tailored "Bridges to Construction" program, and eventually tapping Anne Arundel's wealth of cyber and electronics experts for system operations and security will be needed! Resolution 24-21 claims that the cost of SCMAGLEV will be prohibitive for low-income populations and is unlikely to reduce the number of local residents commuting by car. From what I've read in the DEIS and seen in news article about the project, final ticketing pricing has not even been set yet. From what I've gathered, ticket prices will range from less than \$1 per mile to around \$2 mile. As a comparison, Acela tickets are about \$1.30 per mile. The claim has often been made against SCMAGLEV that driving between Washington DC and Baltimore is much cheaper. However, according to a recent study by the Johns Hopkins University 21st Century Cities Institute on the economic benefits of improving High-Speed Rail between DC and Baltimore, this might not be true. Their study estimated a round-trip car trip, including standard IRS mileage rate of \$.58 and a monthly parking permit, coming out to \$64. As the DEIS notes, SCMAGLEV fares may be as low as \$27, or a \$54 round trip. This means that, instead of spending \$64 on a round trip drive which pollutes our air and water with harmful emissions to sit in unbearable traffic for a trip over an hour, for less money you could ride SCMAGLEV which will be emission-free. I would hope that this letter, along with what I'm sure are dozens of similar letters submitted to the council over the past week, is enough to make the Council learn more information on the project before moving forward on such an important vote. The Council should not vote on a matter in which they already, based on the language of the resolution, its members know little about. While I urge you to vote no on Resolution 24-21, at the very least you should postpone or rescind this Resolution from the agenda until the Council has the opportunity to learn more real facts about the project.	
Donna Willman	310 S Hammonds Ferry Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Dr. Robin willman	310 s. Hammonds ferry rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Not needed. Too costly, ground structure disruption really unknown. Meaningful speed could never be realized. Will ruin above ground communities.	
Elizabeth Benton	3420 Sudlersville S	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	This railway will not benefit our community and as such, should be built elsewhere where families and their homes will not be adversely impacted.	
Elizabeth Francazi	310 Hilltop Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I absolutely do not want Maglev any where near the community of Linthicum. Linthicum has an historic district and this should not be disturbed and undermined by the paths of the tunnels of the Maglev. This would be very disrespectful of the history of not only of Linthicum and Anne Arundel County but also of Maryland.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Emily Zinski	8307 Pondview Dr	Millersville	21108	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Eric Krebs	307 Viewing Avenue	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Erika Wilbur	2323 Chapel Hill Blvd	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Erin Fields	443 Cleveland Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Linthicum has been destroyed enough by the light rail. We need to preserve what is left of this once peaceful and beautiful community.	
Erin yates	1307 Iron oak cv	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Unacceptable. I guarantee those voting yes stand to benefit monetarily and do not live in the affected communities. This must be rerouted or cancelled altogether.	
								As a undergraduate student studying engineering who seeks to pursue a career in engineering near my Maryland roots, I am strongly against County Council Resolution 24-21 that aims to bring down the SCMAGLEV project. I am strongly in favor of building the SCMAGLEV for the benefits it can bring to Anne Arundel County. Please vote no or rescind this flawed resolution, as even a cursory review of it reveals numerous factual errors easily refuted in the project's Draft Environmental Impact Statement. Even before I point out some of the factual errors in the Resolution 24-21, I'd first like to note that according to the DEIS (4.6-16), the construction effort will generate \$8.6 billion of direct labor earnings across the state of Maryland. There is no doubt that a significant portion of those taxable labor earnings will be reaped by Anne Arundel County. This rapid need for varied levels and forms of labor is entirely compatible with Anne Arundel Plan2040's consistent theme of developing a skilled workforce within the county. For example, Plan2040's Goal Healthy Economy 2 seeks targeted growth in new areas and seeks increased opportunities for innovation. Bringing SCMAGLEV, the fastest and most technologically advanced train in the world, to Anne Arundel County is the epitome of forward-thinking innovation. Local institutions like the Anne Arundel Community College, the Anne Arundel Workforce Development Corporation (AAWDC) and their perfectly-balanced "Bridges to Construction" program, and eventually tapping Anne Arundel's wealth of cyber and electronics experts for system operations and security will be needed! Resolution 24-21 claims that the cost of SCMAGLEV will be prohibitive for low-income populations and is unlikely to reduce the number of local residents commuting by car. From what I've read in the DEIS and seen in news article about the project, final ticketing pricing has not even been set yet. From what I've gathered, ticket prices will range from less than \$1 per mile to around \$2 mile. As a comparison, Acela tickets are about \$1.30 per mile. The claim has often been made against SCMAGLEV that driving between Washington DC and Baltimore is much cheaper. However, according to a recent study by the Johns Hopkins University 21st Century Cities Institute on the economic benefits of improving High-Speed Rail between DC and Baltimore, this might not be true. Their study estimated a round-trip car trip, including standard IRS mileage rate of \$.58 and a monthly parking permit, coming out to \$64. As the DEIS notes, SCMAGLEV fares may be as low as \$27, or a \$54 round trip. This means that, instead of spending \$64 on a round trip drive which pollutes our air and water with harmful emissions to sit in unbearable traffic for a trip over an hour, for less money you could ride SCMAGLEV which will be emission-free. I would hope that this letter, along with what I'm sure are dozens of similar letters submitted to the council over the past week, is enough to make the Council learn more information on the project before moving forward on such an important vote. The Council should not vote on a matter in which clearly, based on the language of the resolution, its members know little about. While I urge you to vote on Resolution 24-21, at the very least you should postpone or rescind this Resolution until the agency has the opportunity to learn more real facts about the project.	
Ethan Scott	1007 Stablersville Road		21120	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Money would be better spent to upgrade and maintain existing rails used by Marc and Amtrak and subsidize access for a greater number of people between DC and Baltimore. We don't need to destroy environmentally sensitive wetlands. I get it, I rode the Maglev train in China. It was cool and fun. But not worth the displacement of people and nature to build. Buy the time you figure the station time and the acceleration and deceleration time for such a short distance, there is only minimal time savings for the riders. And we don't need yet another service where the builders profit off people who cannot afford the high price. Improve the public rail service that we have. Thank you.	
Evelyn Karson	5824 Conway Road	Bethesda	20817	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Frances Curd	7705 Brasswood Ln	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Franklin C King	309 Jerlyn Avenue	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Building the Maglev line between Baltimore and Washington DC is unnecessary, as it is a costly and disruptive project that provides little advantage over existing passenger rail alternatives. The funding for this project is better spent on upgrading existing passenger rail infrastructure, to provide for higher speed trains, and increased frequency of trains on the current Northeast Corridor rail lines between Baltimore and DC. The construction of Maglev service has its merit, but not in the proposed location. Better to build such a service where viable alternatives do not currently exist.	
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Fred Huegel	1302 Pecanree Ct	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Gail Millstein	120 Charles Street	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Gary L. Lackey	8206 Whitebark Lane	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Genevieve Cooper	233 LASTNER LANE	GREENBELT	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Geo Kidd	14012 Eternity Rd.	Germantown	20874	Yes	Dr.	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to taxpayers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWRP and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. And I must add that we simply cannot be causing the level of environmental, economic and community/homeowner damage for jobs – that simply will not be as numerous as the advertise and promise. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy. George Diez	
George Diez	8 Plateau Place	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
George Gelston	3119 Catrina Ln	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
George Petasis	Severn, MD	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Geraldine Bates	6012 Belle Grove Road	BALTIMORE	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
GINA Hughes	6427 Wilben Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Glen Haller	825 White Ave	Linthicum Heigt	21090	Yes	413400392	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Maglev is a boondoggle - It is a mostly unproven technology. The German version crashed and killed a lot of passengers. The Japanese version is behind schedule and over budget - this is the only commercial version underway by this consortium. The claim that it will move cars off the road are unfounded, as there is a MARC railway system that does that now, and we have entered an era where many will be working from home much more often. The claim that it is green is also unfounded - it will encroach on sensitive wildlife areas and will use normal grid electricity which is currently about 60% fossil fuel based in our area. The cost per passenger to ride this system will either be very high or will be highly subsidized by the taxpayers. Again, MARC and Amtrak are already in place and are doing their own upgrades. Two systems running in parallel would be like allowing two electrical grids or water suppliers to run in parallel - makes no sense. If business folks or others want to pay premium prices to get faster access to DC/Northern VA from BWI, there are smarter, less intrusive ways to provide that service. Over the next 10 years electric helicopter/drone systems will emerge that will also be expensive to use, but the cost can be borne by the users without impeding on residents. Please support this bill and help fight all Maglev proposals. Respectfully, Glen Haller	
Glen Peck	2722 Lury Ln	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
GLORIA SNOWDEN	11624 Tuscany Drive	Laurel	20708	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Gregorio Vazquez	2404 Heather Stone Dr	Gambrells	21054	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Gurkirat Pandher	7707 W Evanston Ct	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Haoyang Mi	820 Concorde Cir	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	



Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
HJ Smith	50 Southgate Ave	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Ian Gleason	7814 Lakecrest Drive	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project will negatively affect the communities it passes through. Destroying green space, walking bridges, and quality of life for residents of many local communities. As a teacher and coach in the public school system I worry for my student's future. This train would not well serve those in the communities it passes through. With the Purple Line we have already seen how disruptive a major project like this can be, furthermore, the MAGLEV offers untold and potentially dangerous health and natural impacts. I truly hope we do not go down this road and we stand up for those in local communities.	
Ida Rogers	1624 Sunshine Street, .	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Please do not let the Maglev Project be put into affect. We do not need it.	
Irene Andreadis	1476 Gesna Drive	Hanover	21076	Yes	WSSC	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The construction of this Maglev rail project would cause destruction of local habitats and neighborhoods, potential deleterious health effects of magnetized tracks, more noise, and irreversible disruption of existing neighborhoods and towns. There are already existing passenger rail services (i.e. Amtrak and Marc) why not spend tax dollars to improve the existing rail services? Why introduce a new system and spend enormous amount of taxpayers dollars? Furthermore, I'm concerned it would lower property values due to the disruption of the existing towns and neighborhoods, dislocate homeowners because of demolition of homes that would stand in the way of the proposed track. If this Maglev was built history proves that government-financed (i.e. Maryland taxpayers) rail projects end up operating in the red and those deficits end up burdening Maryland taxpayers. Maryland taxpayers will end up paying higher taxes and/or on the hook for issuance of state bonds that are needed to finance maintenance and capital improvement costs. The fairs won't be enough. Why should Marylanders in another town who will never use this system pay for it? Why spend all this money when Maryland's treasury is in such a precarious position already due to COVID-19 loose of economic activity?	
Irene Green	1388 Stonecreek Rd	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Jackie DeCesaris	5824 Sonny Dr	Lothian	20711	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Jaclyn White	1103 Lotus Ave	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Jacqueline M Kyle	6339 Harris Heights Ave.	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Jake Hejazi	857 Childs Point Rd	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Jake Scartas	426 Mystic View Turn	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
James E Bowman	3355 Cranberry South	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This is clearly a boondoggle to burnish some politician's resume. Who is going to pay \$60-80 to ride the maglev when you can take the bus for \$10, or if you have a vehicle, drive for even less? There will never be enough ridership to make this project self-supporting, hence there will have to be regular government subsidies, just like with Amtrak.	
James McDonnell	7982 Mcnelin Way	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
James Rumizen	102 Cherry Hill Ln	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I utterly oppose this boondoggle. It will be a community destroyer for those along its route and support areas for very little if any gain in travel times and convenience.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Janice Bowman	3355 Cranberry St	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I strongly oppose the SC MAGLEV proposed project. One path takes it directly under or through my house, the biggest investment I will ever have. As a retiree I can't afford on my fixed income to move. At \$60-80 a one way ticket, this is only for the elites, not the common man. Financing this boondoggle when ridership fails will fall heavily on the Maryland taxpayer. If the project even reaches completion, if not many of us will have sinkholes tunneled under our homes. Construction chaos will impact our middle class area. Many many people will have their homes deviated by having a train either run under them or next to them. Huge environmental impact will result. Any ONE of these issues should be enough to stop it from being built.	
Janis Oppelt	328 Severn Road	Crownsville	21032	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I encourage you to OPPOSE the Baltimore-Washington Superconducting Maglev Project (vote in favor of Resolution 24-21). There are several reasons to OPPOSE the SCMaglev, including the following. I emphasize that there are many other reasons to oppose it and these are only examples. •Pollution of the marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation of the SCMaglev. •Its building and operation is NOT the transit or commuter system we need. The continued enhancement of MARC and Amtrak costs far less and serves a far greater number of our citizens who can afford the cost of tickets. •Building the SCMaglev will bring massive destruction and irreversible impact on our communities and environment. All this to build and operate a tax-payer supported system for the elite and well-heeled. •The claim of jobs is highly suspect, and there is scant if any evidence to support such claims. Where's the evidence that SCMaglev supporters tout? Thank you for your time, and I ask you all to vote in support of and pass Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project.	
Jeffrey Arlen Woodard	202 Old Line Ave	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Jennifer Cox	212 Hance Avenue	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Jennifer Fold	404 Shipley Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I oppose the maglev train due to the cost and environmental impact. Additionally, I believe we should invest in updating our current rail lines and trains instead of spending billions on a new system. All of these reasons are even more supported now by data that indicates many workers will continue to work from home after the pandemic ends and companies may not continue to lease office space, which would lessen the need for additional and more efficient transportation.	
Jennifer Southan	1531 Manor View Rd	Davidsonville	21035	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Jermaine Jones	1505 N Bond St.	Baltimore	21213	No	Baltimore D.C. Metro Building and Construction Trades Council	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Please see attached letter. Thank you, Jermaine Jones	YES
Jesse Matthew Taback	2539 Log Mill Court	Crofton	21114	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I ONE hundred percent support the Baltimore/Washington Maglev train. As an Anne Arundel County resident and Electrician that provides critical infrastructure to the region, have alot of insight and belief that the Balt/Wash Maglev train, would be a huge positive impact and an experience for the state of Maryland and all the counties involved. It doesn't even make sense to oppose something that will create jobs, reduce traffic and emissions from gas driven automobiles. The Maglev train is a largely beneficial investment and project for this entire region. And would make BWI a superior travel hub for the region. Also the possibility of future expansion to other areas including Virginia and West Virginia would make commuting from those area inward to the DC area more tolerable. Allowing people to buy houses in areas with cheaper properties, and working in this area. Still allowing for more jobs to be filled and less home needing to be built in our already crowded County. Don't let outdated and irrational thinking cause this State and County to get one of the fastest trains in the World. A little faith and foresight in allowing this Train to be built, could open up numerous possibilities in the future. Thanks for listening. Sincerely, Jesse Taback	
Jessica Ramage	1365 River Bank Ct	Riviera Beach	21226	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
JoAnne Montana	3020 Shoreline Blvd	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The Maglev train will have very little utility or worth to those in the BWI parkway construction area yet will have enormous environmental disruptions and negative consequences. There are no valid advantages to its construction, as there are currently numerous means to travel from DC to Baltimore/ BWI airport. The cost will ultimately be a tax payers burden, which is certainly not appropriate at this time. If Governor Hogan wants this...I suggest he make plans for its construction in his backyard Annapolis as it currently offers nothing to the citizens on Maryland.	
JoAnne Montana	3020 Shoreline Blvd	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I am strongly against County Council Resolution 24-21 that aims to bring down the SCMAGLEV project. I am strongly in favor of building the SCMAGLEV for the benefits it can bring to Anne Arundel County. Please vote no or rescind this flawed resolution, as even a cursory review of it reveals numerous factual errors easily refuted in the project's Draft Environmental Impact Statement. SCMAGLEV will take cars off our roads, having the dual benefits of easing congestion and improving our air quality. Per the independently-produced DEIS (4.2-6), SCMAGLEV is expected to divert between 11.3 million to 12.6 million cars off the road by its opening year, to more than 16 million cars per year by 2045! This translates into a 9-12% reduction in regional Vehicle Miles Traveled (VMT) (DEIS 4.16-10), or 57,000 less car trips per day. This reduction of car use, which will be predominantly on busy DC-Baltimore through-ways like the Baltimore-Washington Parkway and I-95, will lower regional tailpipe emissions and improve regional air quality (DEIS 4.2-7). By 2045, as SCMAGLEV ridership increases, the service is expected to divert between 393 and 437 million VMT. These steep auto reductions cannot come soon enough as the EPA already notes that most of the SCMAGLEV project area, including vast parts of Anne Arundel County, are already in non-attainment status air quality. Therefore, by taking DC-Baltimore through traffic off of the major roadways between Washington DC and Baltimore, communities in between will benefit as there will be fewer passing cars who leave nothing in Anne Arundel County except for emissions, noise, and congestion. There is no other proposed project in Maryland with the ability to take that many cars off of our region's roadways. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMAGLEV is a solution to help the County achieve their goals SCMAGLEV will be an economic boom for BWI airport and the northern part of the County. With direct five-minute service to Baltimore and nine-minute service to Washington DC, BWI will become the airport of choice for residents and travelers of both cities. Plan2040 repeatedly notes what an economic engine the airport is for the County, and with passengers expected to increase by 82% in the coming two decades, the SCMAGLEV will enable the airport to grow responsibly and allowing the County to leverage BWI into the leading airport of the region. Airlines will bring new routes to BWI, and businesses will relocate to be closer to the region's new premier long-distance hub. This will inevitably boost County tax revenue and prestige. Moreover, Plan2040 notes that the County should seek to promote development in the vicinity of BWI (Goal Healthy Economy 4.1) – and an SCMAGLEV station at BWI would greatly assist this effort. Not all BWI Maglev passengers need be air passengers, people from nearby the airport can be to DC within 10 minutes! With nearby land only 50% of the value it ought to have, especially around Stoney Run (Plan2040, Vol. I P.130), and Plan2040 making clear that Northern Anne Arundel County can use an economic boost, SCMAGLEV stations at both BWI and Cherry Hill, Baltimore City, will help spark an economic renaissance in this area. With several of Plan2040's Built Environment Goals supporting transit-oriented development, let's work together to make BWI the region's hub and promote development of underutilized land near the airport. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMAGLEV DEIS, clearly shows, the SCMAGLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMAGLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMAGLEV project.	
JoEllen E Sarff	2 Southway Road, Unit C	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I urge you to oppose the Baltimore-Washington Superconducting Maglev Project that will greatly impact the city of Greenbelt. It will also cause great damage to other communities between Washington, DC and Baltimore along its proposed path.	
John Chaney	117 Allen Rd	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
John Koloski	511 Oakton Rd	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Expensive to ride. Not a commuter train. Will not alleviate traffic congestion. Destroys environment. Very few people will benefit from this train many people will be harmed.	
John M Lackey	3523 Rippling Way	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
John Wittmann	8654 Brae Brooke Dr	Lanham	20706	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I live in the Greenbelt-Lanham area, and in addition to what I believe are Maglev's obvious drawbacks (environmental destruction, of no benefit transit-wise to area residents since no nearby station, noise & vibration, pollution, etc.) I am concerned about the more immediate impacts of construction on my everyday life: traffic disruption, and the impact on small businesses whose access may become limited. I only have to drive thru Riverdale to witness the nightmare caused by Purple Line construction. And should Greenbelt be chosen for the new FBI HQ, more disruptive construction would ensue. In sum, I believe Maglev desperately needs to be stopped!!	
Jonathan Howard	402 Aurora Dr	Millersville	21108	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Jordin Novak	309 Archer Ave	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Joshua P Higginson	8510 Winding Trail	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Joshua Wilkerson	1103 Lotus Ave	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Joshua Williams	408 Bright Star Path	Pasadena	21122	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore-Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Josiah Tillet	437 Sudbury	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	This legislation stands to bring in a new era of accessibility for residents of Baltimore City and Washington DC. As a resident of Anne Arundel County, I support this project, and oppose legislation meant to curb or curtail its swift implementation.	
Joyce Shue	1303 Poplar Ave	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore-Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Julia Moon	590 Forest View Rd	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Julia Vogl	3003 Georgia Ave	Halethorpe	21227	Yes	employment	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Justin M Ralston	314 Andover Road	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I support 24-21.	
Justin Singer	1616 Hekla Lane	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	My family and I live within 100 feet of the proposed line and an Open Air Emergency Egress facility. There are 50 other families in our neighborhood of Harmons Ridge. The community playground is at the top of the street where construction will take place. We are within close enough distance to be affected by noise, vibration, and electro magnetic interference. Any one of those items is enough to scare us enough to keep us awake at night. But all 3...talk about the huge potential for an overall decline in well being. We moved into the area in 2017 and absolutely love it here. But now we are sick to our stomachs. Our new and growing family could not possibly stay where we are with such a persistent threat to our health. And for what? I work in DC and live near BWI. The train is not needed. In these post COVID times the need is even lessened. I implore anyone to stop the train for the sake of the people that actually live between DC and Baltimore.	
Karen Hopkins	851 Main Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This would ruin Linthicum as we know it!	
Katherine Hayes	3414 Landonleaf Lane	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	This bill is a waste of taxpayer money and does not largely serve the citizens of Maryland. More accessible and affordable transportation is needed, not an exclusive, expensive, invasive, ill-conceived project serving the elite travelers from outside the state. Please do not let this project go forward!!	
Kathleen Fabina	5803 Ritchie St	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Kathleen m Mudrone	3385 old line ave	laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Kathryn E Gaughan	38 Ridge Road, Unit K	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	
Kathy Bartolomeo	15 Laurel Hill Rd., Unit R	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Maglev will not be a Green project but instead much more energy, destroy hundreds of acres of land, pollute our wetlands, destroy habitats, destruction of forests, trees, roadways, historical research areas, impact minorities, and have great potential for accidents due to noise from Maglev exiting tunnels. The Rule of Particular Applicability is not being applied to this project so that many issues will not be addressed before a decision to proceed is made. Job claims by BWR are false. MARC train has ability to bring about more jobs and create more sustainable jobs. This would be a waste of \$13-16 billions that could go towards a truly mass transit solution such as electric buses, MARC, Red Line in Baltimore, and Purple Line which all provide more connections to communities and work zones. Maglev would be supporting the Bank of Japan and Japanese materials instead of our own US American made products. If something were to happen to JR Rail there is no other company that could help as Siemens Rail is not compatible with the JR Rail design. Design of the Maglev has revealed major concerns for possible crash - as with objects that may fall underneath forcing tremendous crash. What about bird strikes? Windy days with a train riding 80 feet in the air? BWR claims they will run 24/7 and ridership will support this train but they only recently released a report April 9 or 10th that was heavily redacted. I do not believe they have a ridership that will support this train but will be needing taxpayer money. What about electro-magnetic radiation from this train? How will impact riders and residents? Radon gas release during tunneling especially in Anne Arundel County? Tunneling in spots will be very close under homes and buildings as the train rises up from tunnels or returns to a tunnel. Sometimes as close as 14 feet. What guarantee will homeowners have to keep their homes safe? Who wants to have this vibration and noise close to them? Please make sure this train does not come to Maryland.	
Kelley K Welch	8119 Mount Aventine Rd	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I'm all for development and innovation but a solution to public transportation this is not! It will do nothing to decrease traffic in the DC to Baltimore corridor. It will however displace people who have worked hard at home ownership, jeopardizing their retirement plans and destroying precious habitat and historical sites along its route. I commuted from Odenton, MD to DC Union Station for nearly 3 years on the MARC train and I have ridden the Antrak to NYC. Both are in need of support and investment - do that instead of supporting elite travelers.	
Kellyn Rogers	179 Duke of Gloucester St	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I would like to offer my opposition to County Council Resolution 24-21 which is a resolution aimed at opposing the SCMaglev project. I wholeheartedly support building the SCMaglev project. I urge the Council to vote no on this resolution which is not supported by the real facts of the project. According to Anne Arundel Plan2040, with an expected resident population increase of 50,000 by 2040, along with 68,000 new jobs and 86,950 new daily trips, the plan makes lucid that current traffic congestion, environmental decline, and loss of habitat will only be exacerbated without fundamental change. SCMaglev will be an instrumental part of achieving that fundamental change. Resolution 24-21 claims that there would be "significant social and economic" impacts resulting from the SCMaglev project. While the resolution argues these would be negative impacts, the facts actually suggest they'd be incredibly positive for the County. For example, let's look at environmental justice. As systemic racial inequality and providing opportunities for previously neglected and perennially underinvested groups is long overdue, last month BWR announced a Diversity, Equity, and Inclusion Plan to ensure local minority communities reap the economic rewards of this project. The plan laid out the following construction goals: (a) at least 40% of the construction workforce will be from diverse populations in which the route travels through, and at least 25% of construction spend will be on Minority-Business Enterprises ("MBEs") and Women Business Enterprises ("WBEs"). There will be particular emphasis to work within EJ communities and local community colleges to train and establish apprenticeships as the project progresses. And with regards to long-term operations and maintenance jobs, the BWI SCMaglev station will employ dozens of Anne Arundel residents helping provide stable and well-paying local jobs. By providing training and apprenticeship opportunities to local minority populations, BWR will in the long-term provide these populations with pathways to stable well-paid jobs. This is why Darryl Barnes, Chair of the Maryland Legislative Black Caucus, endorsed the SCMaglev project's plan, noting that the current pandemic shows that communities of color are particularly vulnerable during hard times, which is why a project like the SCMaglev train offering tens of thousands of jobs and billions of dollars of investment must be taken seriously [...] jobseekers, contract seekers, and others will be better off thanks to these pathways for county residents to grow and sustain wealth." In addition to Mr. Barnes support, the Maryland State Conference NAACP and its local Anne Arundel Branch have all endorsed the SCMaglev project. They have agreed the SCMaglev will bring economic EJ benefits to local communities of color traditionally overlooked by transformative investment and at a scale unparalleled in the state of Maryland. I would hope that this letter, along with what I'm sure are dozens of similar letters submitted to the council over the past week, is enough to make the Council learn more information on the project before moving forward on such an important vote. The Council should not vote on a matter in which clearly, based on the language of the resolution, its members know little about. While I urge you to vote no on Resolution 24-21, at the very least you should postpone or rescind this Resolution from the agenda until the Council has the opportunity to learn more real facts about the project.	
Kerry Norwood	634 Cleveland rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This is my true feelings	
Kevin Decker	237 Mill Crossing Ct	Severn	21077	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore-Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Kevin Deibel	405 ORCHARD RD	GLEN BURNIE	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Kevin M Plessner	228, HOMEWOOD RD.	Linthicum Heigt	21090	No	Linthicum Shipley Improvement Association (LSIA)	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	For the many reasons that our organization has been talking about for years, the MAGLEV is a poorly conceived boondoggle that will bring absolutely no benefit, only burdens, to Anne Arundel County.	
Kim Taylor	300 Greenwood Road	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I oppose to the Maglev project, another project that will ruin our neighborhood.	
Kim A. Gaither	213 Zeppelin Avenue	Brooklyn Park	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Konrad E. Herling	11 Ridge Rd Unit B	Greenbelt	20770	Yes	Maryland Coalition for Responsible Transit	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	S' m Konrad Herling, a member of (org) and former member of the Greenbelt City Council. There has been a great deal of meaningful, substantive expressions as to why the proposed maglev will not significantly address the traffic in the Baltimore-Washington corridor. It will not address the congested traffic that those using the service will be primarily wealthy folks who can afford the expensive fees. MAGLEV will not serve the overwhelming number of people driving in the corridor who also would include a good number of trucks. The adverse impact to the environment has been well documented as well as the impact to a good number of houses as it will cause them to shake and do potential damage to the structural integrity of theR house. Further, in order to accommodate the train the Gladly Spellman Overpass would have to come down. This overpass, built in the early 1980s to make it possible for people to cross BY FOOT OR BIKE between the original part of Greenbelt to the Eastern part of town, which includes Eleanor Roosevelt High School, safely. Before the overpass was built, students living in the original housing, would walk, run, or bike over the Baltimore-Washington Parkway in order to get to the High School, often at great risk. One student was killed by BW PARKWAY traffic. So, aside from the important goal of uniting the City, IT HAS PROVIDED SAFE CONNECTIONS FOR STUDENTS AND ALL RESIDENTS TO travel safely without having to sue a car lowering our carbon emissions as well. With respect to jobs involved in building the maglev, what cannot be dismissed are the jobs that would be needed to build improvements to the existing Metro, Maryland Transit Authority trains, which includes MARC Train Service services. The Council of Governments (COG), serving the Washington area is developing improvements and positive alternatives to cars, through its Transportation Planning Board, and in concert with a parallel organization of Baltimore and its suburbs. This will happen through more jobs in transportation. Finally, high speed travel, as well as improvements to existing structures, can be built intelligently here in the US that serves, through affordable travel, more residents who work in the area of corridor. Otherwise, the maglev will not only do severe damage to the environment, to area housing, and remove structures such as the Spellman Overpass which provide for safe access for pedestrian and bike travel over the BW Parkway, it will result in a minimal number of would be drivers who can afford such expensive service. For these reasons, and to call for positive alternatives which will better serve our residents, I ask all parties with jurisdiction in this area, to seek positive alternatives rather than a service which will be for the rich, by the rich, and of the rich.	
Kris Frederes	8323 Canyon Oak Dr	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I am writing to you to express my strong opposition to Resolution 24-21 put forth by the County Council which seeks to oppose the SCMAGLEV project. I fully support building the SCMAGLEV project and ask you to vote no on the resolution or rescind it from the agenda After reviewing Anne Arundel County's new General Development Plan, Plan2040, I was excited to learn of the County's long-term vision of improved investment in the transportation system, easing traffic congestion to improve quality of life, and improving environmental quality like the air we breathe. These are all goals that SCMAGLEV will help achieve. Resolution 24-21 claims that the SCMAGLEV project will have resource impacts including disturbances to and pollution of the Anacostia River, Beaverdam Creek, Patuxent River, and Little Patuxent River. This claim is without any evidence. To start, SCMAGLEV will be in deep tunnel beneath the Anacostia, approximately 200 feet below ground level and 75 feet beneath the riverbed. There will no impacts to the Anacostia river at all. With regards to the Patuxent and Little Patuxent Rivers, SCMAGLEV will be in elevated viaduct approximately 110 feet in the air and the pillars supporting the viaduct will not be placed in the water. Moreover, with SCMAGLEV trains not emitting any air or liquid emissions, there will be no pollution to Anne Arundel's rivers. And with regards to Beaverdam Creek, BWRR's preferred Alignment J-03 would entirely avoid the area of the Beaverdam Creek. The DEIS succinctly captures these points in Chapter 4, Section 12, Page 22 by noting "To minimize bisecting large areas of intact sensitive habitats, Build Alternatives J-01 through J-06 and J1-01 through J1-06 were located as close to existing transportation corridors as possible. In addition, large portions of the SCMAGLEV Project have been designed as guideway tunnels, with 75 to 83 percent of the Build Alternatives located in tunnel. As a result, habitats and sensitive species associated with the Anacostia River and Patapsco River crossings have been avoided. Additionally, based on agency input, the Project Sponsor revised the location of an ancillary facility to avoid impacts to the federally threatened swamp pink and extensive wetlands in the Harmons area of Anne Arundel County, as detailed in Section 4.11 Wetlands and Waterways. Although the SCMAGLEV Project would span across or tunnel beneath major waterways and their tributaries to avoid impacts to aquatic and riparian habitats, temporary construction-related instream activities may be necessary, as outlined in Section 4.11 Wetlands and Waterways. Build Alternatives largely avoid fisheries resources and migration paths associated with major stream systems and/or high-quality Tier II Waters (Anacostia, Patuxent, and Patapsco Rivers, Beaverdam Creek, Baltimore Harbor and tributaries) by tunneling below or spanning over the systems." For all the reasons noted above, I sincerely hope that the Council takes the time to review more information on the SCMAGLEV project before taking any votes on its future in Anne Arundel County. Please support the SCMAGLEV project for all that it can do for Anne Arundel County and vote no to Resolution 24-21.	
Kristin Menningen	817 S. Sharp st			Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Kyle Tuff	100 Carraway Ln	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I am in Support of Resolution 24-21 to save our historic sites, communities and environment from the scmaglev project. The train only benefits DC-Baltimore commuters, and does not stop between DC and Baltimore all for a few minutes shaved off of commute time. Which is reduced because commuters have to travel to Baltimore or DC to board it. The northeast corridor already have a system that can be upgraded. Please save our homes, schools, natural resources and historical sites from this project.	
Larissa Singer	1616 Hekla Lane	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Although I live in neighboring Prince George's county, another Maryland county that will see unbearable harm from the Maglev. I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project, if approved, will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWRR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. The benefits simply do not compensate for the horrendous cost to the communities and the environment. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	
LaTonya Rajah	6601 Hillwood Dr	Riverdale	20737	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Really disappointing to see this resolution. The NEPA/Environmental Impact Statement process that this project is in the midst of exists for a very specific reason, to identify and mitigate issues like those you list in your resolution. That said, I've read large portions of the DEIS and see that very few of the issues you mention in the resolution are accurate. It would appear you are getting your information from the same small but vocal group of people who have been waging a targeted misinformation campaign against this project for years. Please at least give the project the chance to get through the environmental review process and the chance to mitigate any real or perceived issues before trying to cut it down. Thank you, Lauren	
Laura	Test			Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	No Position	Test	
Laura Bonkosky	109 Northway	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Our public transportation infrastructure is highly lacking – despite fearmongering from the opposition maglev technology is less polluting than our current solution. Connecting more people to more jobs, tourism and commerce is not a thing to be feared.	
Lauren Fabian	422 Hawthorne Rd	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I live in the Prince George's county portion of Laurel and strongly support Resolution 24-21, opposing the Baltimore-Washington Super Conducting Maglev Project. This project will have far-reaching, negative effects on the environment, tax payers and utility users. Will the general public have to financially support any of the construction and will there be a cost for upgrades of the electric grid? Will this cost be buried in our utility bills? Who will pay for structural damage to surrounding structures (homes, schools, churches, etc) and the loss of property values? What chemicals, materials will be placed underground and what will be the effects on the soil, vegetation, ground water, etc.? Will there be insurance or monies available to pay for damages and/or environmental cleanup if this creates an environmental disaster? Will that become another taxpayer problem? I think this is an expensive, dangerous experiment that is being forced on residents that do not want it and for the most part, will not benefit. Keep in mind, many, if not most of the residents that will be affected by the construction, are of low or middle income, people of which are most easily taken advantage while being put at risk by the construction. This appears to be a pattern in this country, Living in Laurel, I am well aware of the distance between D.C. and Baltimore. This is not a great distance and I think it does not warrant the need of this type of train. We already have several options of travel between the two cities. Keep in mind, many of us will not have easy access to this train, Though the effects may be felt in and around many communities in Prince George's and Anne Arundel counties, the stops will not be nearby. I am sure I am not alone in remembering the numerous times the subway riders in D.C. needed to be evacuated due to smoke. The subway can stop rather quickly and the riders are able to walk to a nearby exit. I would not feel safe riding a high speed train many feet below the ground with little access to fresh air. Why should riders feel safe in case of a malfunction or medical emergency? What safety measures are in place? Why not work on improving what already exists? This appears to be big business once again, trying to do what benefits the few, empowered rather than taxpayers and individuals. Law makers are put in office by taxpayers (voters) and should be working for them. They should not be influenced by money or power. Voters do remember if elected officials represent them well or not.	
Lesley Corea	445 Yellow Springs S	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Leslie Galloud	802 W Pratt St	Baltimore	21201	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Lilah Cook	98 Hammonds Ln Apt 213	Brooklyn Park	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Linda Aston	15717 Ashland Drive	Laurel	20707	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		



Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Linda C Kean	9333 Decatur Place	Laurel	20723-1821	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Linda Christine Lyon	2431 Maryland Ave.	Baltimore	21218	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Enough is enough! We have roads, trains, light rails and subways. We don't need this too. This is really bad for the public, neighborhoods, wildlife, flora and fauna and green spaces in the Chesapeake Bay region! Instead, take care of what is already there including the wellbeing of the communities and preserve what little green spaces are still remaining. Baltimore/DC doesn't want/need this. Having everything fast and instant is not necessarily progress or good. Proposed high-speed train (SCMaglev) will go through nesting bird/duck habitat in DC area. The wildlife area can't be replaced - everything/everywhere else is developed.	
Linda E McCoy	7564 Greenknoll Court	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The development of this train will harm the environment surrounding our communities. The average Marylander will not be able to afford the price of the train ticket leaving us again subsidizing the wealthy.	
Lisa George	6504 Tender Mist Mews	Columbia	21044	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I would like to offer my opposition to County Council Resolution 24-21 which is a resolution aimed at opposing the SCMaglev project. I wholeheartedly support building the SCMaglev project. I urge the Council to vote no on this resolution which is not supported by the real facts of the project. According to Anne Arundel Plan2040, with an expected resident population increase of 50,000 by 2040, along with 68,000 new jobs and 86,950 new daily trips, the plan makes lucid that current traffic congestion, environmental decline, and loss of habitat will only be exacerbated without fundamental change. SCMaglev will be an instrumental part of achieving that fundamental change. Resolution 24-21 claims that there would be "significant social and economic" impacts resulting from the SCMaglev project. While the resolution argues these would be negative impacts, the facts actually suggest they'd be incredibly positive for the County. For example, let's look at environmental justice. As systemic racial inequality and providing opportunities for previously neglected and perennially underinvested groups is long overdue, last month BWRR announced a Diversity, Equity, and Inclusion Plan to ensure local minority communities reap the economic rewards of this project. The plan laid out the following construction goals: (a) at least 40% of the construction workforce will be from diverse populations in which the route travels through, and at least 25% of construction spend will be on Minority-Business Enterprises ("MBEs") and Women Business Enterprises ("WBEs"). There will be particular emphasis to work within EJ communities and local community colleges to train and establish apprenticeships as the project progresses. And with regards to long-term operations and maintenance jobs, the BW SCMaglev station will employ dozens of Anne Arundel residents helping provide stable and well-paying local jobs. By providing training and apprenticeship opportunities to local minority populations, BWRR will in the long-term provide these populations with pathways to stable well-paid jobs. This is why Darryl Barnes, Chair of the Maryland Legislative Black Caucus, endorsed the SCMaglev project's plan, noting that "the current pandemic shows that communities of color are particularly vulnerable during hard times, which is why a project like the SCMaglev train offering tens of thousands of jobs and billions of dollars of investment must be taken seriously [...]. Jobseekers, contract seekers, and others will be better off thanks to these pathways for county residents to grow and sustain wealth." In addition to Mr. Barnes support, the Maryland State Conference NAACP and its local Anne Arundel Branch have all endorsed the SCMaglev project. They have agreed the SCMaglev will bring economic EJ benefits to local communities of color traditionally overlooked by transformative investment and at a scale unparalleled in the state of Maryland. I would hope that this letter, along with what I'm sure are dozens of similar letters submitted to the council over the past week, is enough to make the Council learn more information on the project before moving forward on such an important vote. The Council should not vote on a matter in which clearly, based on the language of the resolution, its members know little about. While I urge you to vote no on Resolution 24-21, at the very least you should postpone or rescind this Resolution from the agenda until the Council has the opportunity to learn more real facts about the project.	
Lisa Pittman	403 HOLY CROSS RD	BALTIMORE	21225	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I oppose the maglev project due to the environmental impacts it would cause in several communities.	
Lisa Rice	419 Forest View Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Complete waste of time and money. Will not alleviate train traffic in the Northeast corridor. Will destroy our community.	
Logan Maloney	810 Croggan Cres	Glen Burnie	21060	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions—and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Loretta Milligan-Lewis	3045 Old Channel Rd	Laurel	20724	No	Russett	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	There is enough near our neighborhood already. Walmart, Sam's, Target to name a few. Route 198 has gotten busier since the arrival of new townhouses on Brockbridge Rd and on 198 heading to Ft Meade. No more! Enough already! No Maglev!	
Lydia Cunningham	406 Shipley RD	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Spend the money on improving the existing rail lines, that actually stop in our neighborhoods and get people who need the transport to work. This will not help our community, jobs will be for only a short time. Support the MARC and LightRail. What about using the \$\$ to extend a Light rail from DC to Annapolis and across the BAY to the shore? There is something that will help our community!	
Lynda Davis	215 Coronet Drive	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Marcela Gill	776 Dividing Rd	Severna Park	21146	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions—and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Marika Skwarek	3150 Galaxy Way	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I support this resolution. I do not want MAGLEV built.	
Marjorie Neal	8923 Jeff Mar Dr	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I feel th need for SCMaglev does not outweigh the cost to the environment.	
Marjorie Schlenburg	8408 Shadeland Rd.	Laurel	20724	Yes	Professor, retired.	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This project will damage historic communities and the environment in the BW Corridor. It will offer no advantage to local commuters. It is not "Green" and will not offer sustainable jobs for Maryland. Strongly opposed.	
MARK BORGOWN	1451 PLEASANTVILLE DRIVE	GLEN BURNIE	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Mark Cook	107 Mountain Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Stop the Maglev from coming through our community!	
Marion Brown	11724 Tuscany Dr	Laurel	20708-2828	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	This service will disrupt life and environmental impact. It is also a health risks to the residents.	
Martha L Campbell	26 Colonial Dr	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The Maglev system will cause horrible environmental damage to the the marshes, rivers, streams, woods and wildlife of our area. Not only in Anne Arundel County but Prince George's County also. These areas are already impacted by the heavy traffic and pollution associated with the airport, railways and highways. The pollution from the heavy vehicle electricity is linked to increase cancer risks. This is largely a working class, lower middle class areas and again we will be burdened with taxes and reduced property values to pay for the conveniences of the rich & powerful. To what end? The maglev is a disaster in Japan. Why are we considering something so risky that will benefit only a few. The needs of the many, this community outweighs, the profits of the few.	
Martha McNally Rowe	528 Cleveland Rd.	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I've lived in Linthicum for almost 35 years and have seen many efforts to "improve" the surrounding area, such as enlarging BWI. On paper, BWI's enlargement sounded great. But really, all it's done is create confusion at the airport and a whole lot of pollution. And this is what I predict for the SCMaglev. It may benefit a few, but will destroy the lives and businesses of many, particularly in Linthicum. What happens when eminent domain kicks in and people lose their homes (and I've seen the map and know some of these people). You just don't need another way to Washington; if you want a train, the MARC is there and gets you to Union Station in 20 minutes. Please, please, don't ruin a small town and its businesses for a boondoggle. I mean it.	
Mary Benton	512 Hawthorne Road	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Mary Bernadette Simon	612 Fairmount Rd.	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The Linthicum community will be ruined by the Maglev running under their homes, schools, and places of worship. No thank you.	
Mary Lathroum	309 John Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	We do not want this through our community! this will destroy our quiet place.	
Mary Lynn Poirier	15-S Laurel Hill Road	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Economic analyses have shown that the Maglev will end up raising taxes and being a drain on the state and county budgets. Similar trains in Germany and Japan are not self supporting. There are also many questions about safety. Locally the Maglev will tear through neighborhoods and green spaces. It's construction will generate toxic wastes and the train itself is an environmental hazard. Finally, citizens of the very communities the train ravages will not be able to take advantage of it since there will be no stops between BWI and Washington DC. This is not a mass transit project. This is transit for wealthy and privileged at the expense of those with neither wealth nor privilege. Do not build the Maglev Train.	
Maureen C Fine	2509 Knighthill Ln	Bowie	20715	Yes	Salutation	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Dear County Executive and Councilmembers, Please support Resolution 24-21: Oppose the Maglev. I regularly participate in citizen science activities at the Patuxent Research Refuge. Both PRR and the Beltsville Agricultural Research Refuge are the last and largest environmentally protected areas on the east coast and were set aside over a century ago for research and preservation. Maglev would cause massive destruction and fragmentation of these protected federal lands, the "taking" of which would set a terrible precedent of giving public land to a private corporation. These lands, "the lungs of the Chesapeake" not only perform valuable ecosystem services that keep us healthy, but also serve as a haven of biodiversity, and their protection is necessary as a tool to fight climate change. Please prevent further pollution of our marshes, wetlands, creeks, rivers, and the Chesapeake Bay (Maglev traverses 8 watersheds), by opposing the SCMaglev, and supporting Amtrak and MARC, as well as other equitable and more efficient mass transit solutions. Thank you, Maureen Fine 2509 Knighthill Lane Bowie, MD 20715	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Maureen Seghieri	1706 Cedar Park Rd	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Maxwell Meyers	414 Light Street	Baltimore City	21202	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Although now a resident of Baltimore City, my company's headquarters are in Annapolis so I frequently travel to Anne Arundel County. I strongly support building the SCMAGLEV project and therefore oppose resolution 24-21. Earlier this week I watched the County Council work session in which the Council discussed proposed resolution, 24-21, which seeks to oppose BWRR's proposed SCMAGLEV project. As someone who has actually spent the time to read through the SCMAGLEV Draft Environmental Impact Statement, there were significant portions of information presented that was either factually incorrect or highly misleading. It would be upsetting if the council voted on such an important resolution with so little information. As the independently produced SCMAGLEV DEIS, along with numerous other planning documents including Plan2040 make clear, our region's traffic is some of the worst in the country. The Baltimore Washington Parkway, Interstate-95 between Washington DC and Baltimore, and other major roadways between the two cities possess increasingly unbearable congestion: by some metrics, Maryland is unfortunately number one in the country's traffic. And if there is one item of transportation planning we have all learned over the past several decades, it is that building more lanes does not alleviate congestion but only makes it worse with induced demand. While the National Park Service notes that the BW Parkway has the worst traffic of the National Capital Region parkways, it presents no viable solutions for how to mitigate this traffic. In fact, the Fort Meade Alliance recently noted that while the BW-Parkway was designed for 50,000 cars per day, it now sees frequent traffic exceeding 120,000+ users per day. These are precisely SMAGLEV's target population to take off Anne Arundel's major roads like the BW-Parkway. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMAGLEV is a solution to help the County achieve their goals. Resolution 24-21 claims that there will be drastic impacts to residential, commercial, and industrial districts impacting communities like Maryland City, Jessup, Harmons, and Hanover. This claim is not supported by any real facts. In deep tunnel for approximately 70% of the whole route, the project is out of sight and out of mind for nearly the entire route with minimal surface impacts. Where the project is on elevated viaduct, it is entirely next to the Baltimore-Washington Parkway (MD 265). Maryland City and Jessup are on the other side of the loud, dirty, Baltimore-Washington Parkway that, according to the Fort Meade Alliance, has more than 120,000 daily car trips. A train floating on air can't possibly have a "drastic" impact on a neighborhood on the other side of a highway that has 120,000+ cars per day! And with regards to Harmons and Hanover, the project will be in deep tunnel out of sight and mind. Yet with regards to Hanover and Stony Run, Anne Arundel Plan2040 specifically notes that the County wants to see more growth and development in Stony Run and northern Anne Arundel County. A BWI station will help power this growth. For all the reasons noted above, I sincerely hope that the Council takes the time to review more information on the SCMAGLEV project before taking any votes on its future in Anne Arundel County. Please support the SCMAGLEV project for all that it can do for Anne Arundel County and vote no to Resolution 24-21.	
Megan Rytting	65 Ridge Road Unit F	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	We need your help protecting the woods around the Greenbelt and Patomic areas, where the MagLev train is proposing to be built. By not building the train, tracks and air egresses, not only will precious land, water and animal life be safe, massive amounts of money and building resources can be both saved and put to better function—such as employing the alternative Marc train plan that already has designs for improvements to their system and using the tracks already in place and in use. Our woods and protected places are important to all of us living here, and the impact of the Maglev would hurt not only the creatures who call it home, but it would hurt those people here who love, care for and also call these same spaces home as well. We love and need our woods and we are dedicated to protecting them. Please vote against the Maglev train design as it stands, and vote for the no build option. Sincerely Yours, Megan Rytting Mother, Naturalist and American	
Melissa Johnson	323 School Lane	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Melissa LaRock	1134 Carbondale way	Gambrills	21054	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Michael Maurer	1608 Belle Dr	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The investment in MagLev trains is a technology we MUST not ignore. Reduction of pollutants, the providing of jobs and the needs of the future can and should be met by embracing this technology, and do away with the railroads of the 1800s traveling at over 250 miles per hour in an energy efficient manner is fun, comfortable, and mandatory. The Chinese installed a Mag Lev train for the Olympics, and it is a proven and highly beneficial need for our future infrastructure challenges. We need to catch up with the rest of the world and overcome the Amtrack and railroad lobbying, and support Mag Lev trains	
Michael Morris	1 Green Heron Point	Arnold	21012	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Michael Weeks	1309 Redbridge Dr	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Michele Ford-Baumgardner	1529 Monard Ave	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Michelle Becker	1218 Form Ct	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Michelle Hampton	412 Sudbury Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Michelle Milks	600 Fairmeade Ct	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I do not support the proposed Maglev project. Numerous reports indicate that this project will be a burden to taxpayers with the majority never using the system. In addition the impact on the environment will be devastating. I support this resolution.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
								Leading a women-owned business that does plenty of business in Anne Arundel County, I stongly urge the County Council to vote no on Resolution 24-21 that opposes the SCMAGLEV project. I am 100% supportive of building the SCMAGLEV for the environmental and economic benefits it will bring to Anne Arundel County and Maryland as a whole. This resolution, as it currently stands, is overwhelmingly factually incorrect and I'd hope the Council takes the time to learn more about the project before voting on such an important resolution. Even before I point out some of the factual errors in Resolution 24-21, I'd first like to point out the economic boom SCMAGLEV will bring to Anne Arundel County that will happen for both BWI airport and its surrounding neighborhood. With direct five-minute service to Baltimore and nine-minute service to Washington DC, BWI will become the airport of choice for residents and travelers of both cities. Plan2040 repeatedly notes what an economic engine the airport is for the County, and with passengers expected to increase by 82% in the coming two decades, the SCMAGLEV will enable the airport to grow responsibly and allowing the County to leverage BWI into the leading airport of the region. Airlines will bring new routes to BWI, and businesses will relocate to be closer to the region's new premier long-distance hub. Resolution 24-21 claims that there should be additional independent studies of the region's transportation needs and how they could be satisfied by other alternatives. Well, I believe the Anne Arundel County Council should know that other studies and regional planning documents already have looked at building SCMAGLEV – and they are supportive! The Baltimore City Masterplan details the need to preserve right-of-way for regional Maglev rail, while the National Capital Planning Commission's Federal Elements Transportation Section voices support for increased regional rail and specifically notes "Expansion of high speed and high capacity passenger rail can help improve inter-city connectivity from the region to other destinations across the eastern United States. Major transportation initiatives within the region range from megaprojects like the Baltimore-Washington Superconducting Magnetic Levitation Project" (Pg.6). And with regards to other regional rail studies in particular, over the past decade, numerous Amtrak and MARC planning documents have made clear that overcapacity is the major issue in this region of the Northeast Corridor. Put simply, you can't have faster high-speed rail if an increasing number of slow commuter and freight trains share limited track space with Acela. According to the 2010 NEC Infrastructure Master Plan, by 2030 passenger rail between Baltimore and Washington, D.C. could realize capacity utilization higher than 100 percent while the 2014 NEC Commission added that multiple segments of the NEC are experiencing critical infrastructure challenges due to capacity constraints. On a more regional level, MDT/MTA expects at least 70 percent of all MARC system stations to be at capacity by 2025 while also noting that scheduling more trains to meet increasing ridership demands of 2-3% per year is increasingly difficult as the high volume of Amtrak trains prevent the number of MARC trips that can be provided on the NEC. These capacity constraints mean that the number of MARC trips will remain stagnant even as demand for MARC service grows. This is supported by a February 2021 Johns Hopkins 21st Century Cities Initiative report that found that due to track capacity and rolling stock limitations, the only realistic option to increase express rail speeds between DC and Baltimore would be to cut out local MARC commuter stops. Thus, by building a new line and dedicated SCMAGLEV ROW, we can ensure that intermediary stations – for example, stations in Anne Arundel County– don't have their service cut. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMAGLEV DEIS, clearly shows: the SCMAGLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMAGLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMAGLEV project.	
Michelle Scott	1007 Stablersville Road		21120	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
michelle wirsching	611 Cleveland rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Milton Hogeboom	2815 5th Ave	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Milton Moon	3647 Golden Oak Dr	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Myrtale Cruz	8 Laurel Hill Road, Unit P	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Nathan Mower	7606 Gigur Dr	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								I oppose the Maglev project.	
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Nathan Shipley	560 Fairmount Rd	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								Although I do not live in Anne Arundel County, I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWRR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. And I must add that we simply cannot be causing the level of environmental, economic and community/homeowner damage for jobs – that simply will not be as numerous as the advertise and promise. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	
Nicholas Bauer	10101 Balsamwood Drive	Laurel	20708	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								Earlier this week I watched the County Council work session in which the Council discussed proposed resolution, 24-21, which seeks to oppose BWRR's proposed SCMAGLEV project. I'm sure through no fault of your own, there were significant portions information presented that was either factually incorrect or highly misleading. I am confident that you and your constituents would want this brought to your attention. As the independently produced SCMAGLEV DEIS, along with numerous other planning documents including Plan2040 make clear, our region's traffic is some of the worst in the country. The Baltimore Washington Parkway, Interstate-95 between Washington DC and Baltimore, and other major roadways between the two cities possess increasingly unbearable congestion: by some metrics, Maryland is unfortunately number 1 in the country's traffic. And if there is one item of transportation planning we have all learned over the past several decades, it is that building more lanes does not alleviate congestion but only makes it worse with induced demand. While the National Park Service notes that the BW Parkway has the worst traffic of the National Capital Region parkways, it presents no viable solutions for how to mitigate this traffic. In fact, the Fort Meade Alliance recently noted that while the BW-Parkway was designed for 50,000 cars per day, it now sees frequent traffic exceeding 120,000+ users per day. These are precisely SMAGLEV's target population to take off Anne Arundel's major roads like the BW-Parkway. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMAGLEV is a solution to help the County achieve their goals. Resolution 24-21 claims that there will be drastic impacts to residential, commercial, and industrial districts impacting communities like Maryland City, Jessup, Harmans, and Hanover. This claim is not supported by any real facts. In deep tunnel for approximately 70% of the whole route, the project is out of sight and out of mind for nearly the entire route with minimal surface impacts. Where the project is on elevated viaduct, it is entirely next to the Baltimore-Washington Parkway (MD 295), Maryland City and Jessup are on the other side of the loud, dirty, Baltimore-Washington Parkway that, according to the Fort Meade Alliance, has more than 120,000 daily car trips. A train floating on air can't possibly have a "drastic" impact on a neighborhood on the other side of a highway that has 120,000+ cars per day! And with regards to Harman's and Hanover, the project will be in deep tunnel out of sight and mind. Yet with regards to Hanover and Stony Run, Anne Arundel Plan2040 specifically notes that the County wants to see more growth and development in Stony Run and northern Anne Arundel County. A BWI station will help power this growth. For all the reasons noted above, I sincerely hope that the Council takes the time to review more information on the SCMAGLEV project before taking any votes on its future in Anne Arundel County. Please support the SCMAGLEV project for all that it can do for Anne Arundel County and vote no to Resolution 24-21.	
Nicholas Sfakiyanudis	2729 Lury Ln	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Nichole Knott	333 Chestnut Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Nicole Shipley	34 Archwood Ave	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Olufunke Idris	2010 Eagle Lndg way, Apt 202	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Oswald Kinat	401 Winton Avenue, Glen Burnie, MD 21010	Glen Burnie	21061-2428	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
								I live in Herman's Ridge community in Hanover. A lot of us in this community are raising our young children here and we would like to continue to do so in safety without the health risk that the Maglev project pose to our health and the health of our children. Thank you.	
								I support the construction of the Maglev system as it is good progress for the country. It is working just fine in Japan so there is no reason that it cannot function the same way here and we will have the benefit of faster travel. This will be constructed so far underground that we should not even hear the underground movement because it actually rides on air. I am for the construction of this line 100%	
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Patrice Lambert	7801 Cypress Landing Rd	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Patricia Doran	114 Sycamore Rd.	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
								I strongly support Councilwoman Lacey's resolution to oppose this project, which threatens to displace elements of many communities and will have substantial environmental impact. As we recover from a historic pandemic in an uncertain economy, this project is not in Marylanders' best interests and the funds proposed for this project can be expended on many other initiatives that would better serve Marylanders' interests.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Patricia E. Filasetta	6242 Woodland Road	Linthicum Heights	21090-2322	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I encourage you to vote in favor of Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project. I OPPOSE building the SCMaglev for many reasons. A few are: The SCMaglev building and operation is NOT the transit or commuter system we need. The continued enhancement of MARC and Amtrak costs far less and serves a far greater number of our citizens who can afford the cost of tickets. Proponents claim the system will pay for itself. However, looking at the demographics of the areas the potential ridership will come from, coupled with the location of the stations, it is unlikely the population of these areas has sufficient income to afford commuter usage levels given the projected SCMaglev ticket prices. Thus, the ability to generate sufficient revenue needed to cover the costs to build and operate this system is in question. The SCMaglev is very expensive to build and operate, and as other similar systems have, will likely require government subsidies - our tax dollars better used for transportation projects all Anne Arundel and Maryland citizens use and need, like roads, bridges, tunnels, and integrated transit systems like MARC, D.C. Metro, Baltimore light-rail, and bus services. Building the SCMaglev will bring massive destruction and irreversible impact on our communities and environment. All this to build and operate a tax-payer supported system for the elite and well heeled. I also find the claims of jobs to be highly suspect. I have not seen any evidence to support such claims, but I have heard the claims of jobs echoed by proponents. Where's their evidence? Thank you for your time to consider my comments. I hope you find them compelling and vote to pass Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project.	
Patricia Jackman	5813 Lamont Drive	New Carrollton	20784	Yes	Maryland Coalition for Responsible Transit	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I encourage you to vote in favor of Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project. As a Prince George's County resident, I felt it necessary to give you my input. There is a long and growing list of reasons to OPPOSE building the SCMaglev, which includes: (1) Massive destruction and fragmentation of one of the last environmentally protected areas, and the resident plants and species, on the east coast set aside over a century ago for research and preservation. (2) Pollution of the marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation of the SCMaglev. (3) Unanswered questions and concerns on the safety and crashworthiness of the system, now only operating on a test and development track in Japan. (4) Unanswered questions and the lack of independently verified research on the potential health risks of short and long-term exposure to the electromagnetic fields (EMF) needed to levitate and propel the multi-ton SCMaglev, especially as increasing levels of EMF in our lives is being correlated to increasing incidences of disease and illnesses. (5) How does bringing in a foreign land-based transportation fit with the Biden's Administration's plan to "Buy American?" (6) We have an operating and evolving rail transportation systems in place - Amtrak and MARC which serve a far broader customer base than the elite traveler SCMaglev ticket prices would limit those served. (7) Amtrak is already developing and testing the next generation Acela - a high-speed rail train set capable of 200 MPH on the EXISTING rail alignments. (8) MARC is capable of 100 MPH plus when expressed. (9) Amtrak has and is upgrading and modernizing following an already FRA-approved plan for the installation of continuous high-speed rail that both MARC and Amtrak run on and the building of the new \$4.7 billion Amtrak & MARC train station at BWI. (10) For high-speed transit between Baltimore and D.C., look at the West Baltimore MARC Express Plan - which employs existing MARC equipment running on existing high-speed rail, resulting in little impact on the environment or EJ communities, while serving a far high number of the population who can afford the low-ticket price, and achieving shorter transit time, as compared to the current MARC schedules. (11) SCMaglev build plans have a large negative impact on several EJ communities. (12) Surface ventilation facilities needed to support tunneled sections, bring the potential of releasing radioactive gas, toxic and cancer-causing compounds into surrounding communities. For more in-depth discussions on why we all should OPPOSE building the SCMaglev, go to www.mcrf-action.org, and click on the tab "SCMaglev Opposition." As we have for Prince George's County Council, and others, MCRF is available to lay out the key reasons you should oppose building the SCMaglev in a 60-minute presentation. I'm available to work with you to arrange such a briefing of the facts we have compiled. Thank you for your time and I ask you all to vote in support of and pass Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project.	
Patty McGrath	11007 Edison Road	Potomac	20854	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Please pass this bill to unequivocally reject ANY SCMagLEV route. SCMagLEV: a rich people's toy destroying the environment Instead of focusing on improving the existing train corridors for regular commuters and upgrading mass transit to high speed rail, as used in Europe, this project tears through protected areas in a NEW route from DC to Baltimore. FLOODS and INCREASED CLIMATE DISASTERS The new MAGLEV route will cause massive destruction and fragmentation of one of the last environmentally protected areas, and the resident plants and species, on the east coast set aside over a century ago for research and preservation. It will pollute marsh, wetlands, creeks, rivers, and the Chesapeake Bay, with the building and operation. Any damages to wetlands make our area more vulnerable to flooding - and the sea level rises already apparent in Maryland's coastal counties, with dead forests killed by infiltrating salt water, show that this is not an idle threat. Wetlands protect against floods. Fill in the wetlands and everyone downstream suffers. This SCMagLEV project must be categorically STOPPED.	
Phelps Kelley	151 Dalkeith Glen	Arnold	21012	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions - and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Phelps Kelley	151 Dalkeith Glen	Arnold	21012	Yes	unknown	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions - and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Philip Deloache	141 Idlewild Rd	Severna Park	21146	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions - and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Philip Fabian	422 Hawthorne Rd	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions - and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Quentin Frost	7904 Oakwood Rd	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions - and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
R Gehrig McCracken	592 Forest View Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Completes waste of time and money. Will not alleviate train traffic in the Northeast corridor. Will destroy our community. No data to support its construction.	
Rachel Dickens	603 Forest View rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Anne Arundel County residents and elected officials have a long history of contributing to our region's ineffective and inequitable transit system, and poor transit policy is a bipartisan issue. By voting 'YEA' on this resolution, the Anne Arundel County Council can take a step toward redressing that history. Decades ago, Anne Arundel County Residents obstructed plans to link Baltimore to Annapolis, and to link the communities in between, with the light rail, and in 2018, a former chair of this council and his opponent both cynically pandered to the prejudices of our county residents who continue to resent that they share our community with people whose lives could be vastly improved by effective public transit. The Maglev, however, would perpetuate existing inequity. It would have a deleterious impact upon our county, while providing a service to only our most affluent community members. Please vote YEA on this resolution, and please begin to work to provide more effective and equitable transit solutions.	
Randall Rice	419 Forest View Road	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Richard Edward Otten	443 Maple Leaf Dr.	Edgewater	21037	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		



Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Robert Conley	2989 Friends Road	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Robert Fabian	5803 Ritchie St	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Robert Goldstein	1302 Fairgrove Ln	Crownsville	21032	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Robert Lentz	320 Jennings Rd	Severna Park	21146	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Robert McCracken	605 Eagles Wing Ct	Linthicum Heights	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Robert Mignon	4038 Curled Dock Lane	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Robert Roseboro	8430 Allsworth Ct	Fort Meade	20755	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Robert Szech	719 Winton Ave			Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Robin Smith	409 Catherine Avenue	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The Maglev will adversely affect established communities, bring irreversible environmental damage to the corridor, and be unaffordable for the average commuter. Let's improve existing rail service before we invest any further in the boondoggle that is Maglev.	
Ruth Skwarek	3150 Galaxy Way	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I support Resolution 24-21 and opposed the MAGLEV Project.	
Sara Frederes	8323 Canyon Oak Dr	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I would like to offer my opposition to County Council Resolution 24-21 which is a resolution aimed at opposing the SCMAGLEV project. I wholeheartedly support building the SCMAGLEV project. I urge the Council to vote no on this resolution which is not supported by the real facts of the project. As Anne Arundel County Plan2040 repeatedly notes, the county is at a critical juncture with regards to its land consumption and transportation strategies. With a significant expected increase in the County residential and workforce population by 2040, the plan makes lucid that current traffic congestion and environmental decline will only be exacerbated without fundamental change. SCMAGLEV will be a part of that urgently required fundamental change. Resolution, 24-21 claims that the SCMAGLEV project will require the acquisition and displacement of numerous homes. This is a blatantly untrue statement. The SCMAGLEV project, throughout all of Maryland, will not require a single residential displacement. All proposed SCMAGLEV routes currently under study are almost entirely in deep tunnel, between 100-200 feet underground. The only exception to this, where the project is on elevated viaduct, is immediately parallel to the Baltimore Washington Parkway adjacent to Fort Meade. As a matter of fact, there will not be a single residential displacement in both Anne Arundel County and the entire state of Maryland. Over the past four and half years of planning, BWRR has sought to avoid any residential displacements and minimize impacts to businesses and parks to the greatest extent possible. Instead of the 20th century highway projects of Maryland which displaced hundreds of thousands, or more recently the Purple Line and 270/495 expansion which each are displacing more than 50 homes, I believe we should be commending SCMAGLEV for not causing a single residential displacement. As the independently produced DEIS lucidly notes (4.4-4), "the above-ground viaduct would not bisect communities." Moreover, the DEIS continues that all Build Alternatives "were located as close to existing transportation corridors as possible. In addition, large portions of the SCMAGLEV Project have been designed as guideway tunnels, with 75 to 83 percent of the Build Alternatives located in tunnel" (4.12-23). My letter, based on facts, has hopefully captured your attention and that before proceeding to a vote on the future of the project in Anne Arundel, you and the Council will review more information. I urge you to please support the transformational SCMAGLEV project and vote no to Resolution 21-21.	
Sarah Castleberry	240 King George St	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Sarah Schram-Borg	122 Hedgewood Drive	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	As a current homeowner in both Anne Arundel County (9 years - our original home, we now rent it out) and PG County (3 years), and someone who works in Anne Arundel County (10 years), I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWRR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. And I must add that we simply cannot be causing this level of environmental, economic and community/homeowner damage for jobs – that simply will not be as numerous as the advertise and promise. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
								I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Savan Becker	1218 Form Ct	Odenton	21113	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
sharon schmedes	518 Hawthorne Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Sherry Brown	502 Hawthorne Rd	Linthicum	2109.0	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Sherry Goode	1631 Hekla Ln	Hanover	21076	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	The site for the above ground facility is directly across the street from our children's bus stop and lot lot and our community does not have any additional entrances, so we cannot move where our children stand to be picked up by their buses. Harmans Road is only a two lane road, this would be both dangerous and disruptive to our community. Additionally, our community backs Rte 100, the MARC/Amtrak lines already as well as Air traffic from neighboring BWI Airport. How much more disruption to the residential areas and natural environment and wildlife does Anne Arundel County want? The county should not have approved this land for residential development if it was going to be suffocated by transportation needs. While infrastructure improvements are needed for Maryland, it should not come at a lost to the very tax payers who fund these projects. I oppose the build of this project.	
Stephanie Doersam	317 Jerlyn Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This train will not help our economy nor our communities.	
Steven Waddy	Po box 6210	Annapolis	21401	No	Naacp	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	No Position	The NAACP has many concerns with this legislation including its environmental impact on the Black communities extending from Cherry Hill down along the 295 corridor, or along the Odenton line. This train has the potential to bring temporary construction jobs and long term maintenance positions, however the benefits may not outweigh the detrimental impact on the community. Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. And I must add that we simple cannot be causing the level of environmental, economic and community/homeowner damage for jobs – that simply will not be as numerous as the advertise and promise. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy. Thank you, Susan Barnett	
Susan Barnett	12 Plateau Place, Unit H	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The harm done outweighs the benefits.	
Susan Cochran	332 Hamlet Circle	Edgewater	21037	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Susan Cryan	109 S. Longcross Rd	Linthicum Hd	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	This will do nothing for our community, instead it will cause too many ecological disasters. Please do not support the SCMagLev.	
Susan Kurz	303 Ridgewood Rd	Linthicum MD	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Susan McCutchen	5404 Spring Road	BLADENSBUR	207101526	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I am a resident of Prince George's County who supports this resolution. The proposed SCMaglev project will affect Anne Arundel County, Prince George's County, Baltimore County, and Baltimore City. It will have a deleterious effect on all of our communities in the region. I live in Bladensburg, Maryland. I support the No Build option. Proponents dismissively refer to opposition to the SCMaglev being "the NIMBY crowd." If it is back yards we are talking about, then it is NIMBY—the state of Maryland's back yard. Major construction project costs ordinarily are underestimated. It is the nature of the beast. Examples are the work stoppage and cost overruns of the Purple Line and the continuing saga of the California bullet train project as their construction and financial woes continue to mount. The SCMaglev will undoubtedly face financial difficulties as the projected costs increase exponentially and the actual work is undertaken. As a result, the ability of the Baltimore-Washington Rapid Rail (BWR) to continue, complete, or even maintain the project will be curtailed. BWR and its partners will seek additional funds from bank loans as well as from the Maryland and federal governments. Government funds are taxpayer dollars. We the people will pay—and already have from a chunk of federal government funds allocated to undertake the study and meet National Environmental Policy Act requirements. The Japanese government will invest as a partner in the SCMaglev project. Their technology and expertise will anchor its construction and operation. They will own a piece of Maryland's Northeast Corridor and demand repayment should the project falter or perhaps not be able to be finished or, if completed, make a profit. They and all interested parties will expect to be repaid for their investments in building and operating the train. Again, we the people will pay to complete or operate a fundering project. Further, is it advisable for a private company to perhaps gain control of parcels of federal lands? Many federal agencies and national assets are located along the proposed routes. It is important to retain our carefully nurtured natural spaces and reserves, a dwindling resource along this corridor, not only for the use of local, statewide, national, and international researchers, but for the health, welfare, and quality of life of our residents throughout Maryland. Baltimore-Washington Rapid Rail and Northeast Maglev have not been transparent, e.g., about how construction costs and ridership are calculated and substantiation of the project's claims as being a major source of ongoing, good-paying jobs that would benefit the residents along the proposed routes and in the state. The promise of jobs, jobs, jobs and uplifting prosperity through construction opportunities for Black and Brown and women-owned companies, single mothers, and the reentry population appear to be mamba from heaven. Remember, however, if something sounds too good to be true, then it probably is, particularly with no data to back it up. The Draft Environmental Impact Statement is like spaghetti thrown at a wall. Let's see what sticks and pull a route out to rush into a final chosen route. More pasta has been tossed out with the sudden promises of the ability to save the downtrodden of Maryland and bring them prosperity curiously thrown into the mix during the commenting period. Should local concerns be dismissed? No. The need for mass transit in struggling Baltimore and other communities along the proposed routes must be taken into careful consideration. There are numerous issues of social equity and environmental justice associated with the incursion of major transportation projects on our multicultural, multiracial communities along the Northeast Corridor. Will Black and Brown and modest- and low-income communities be effectively forced out as gentrification takes hold at either end of the D.C. - Baltimore-Washington International Airport - Baltimore segment? Transit project developers regard such communities as places where anything obtrusive can be built without the same careful regard as would be given to less diverse, upscale communities that would not allow destructive, life-altering intrusions into their neighborhoods. The epitome of NIMBY! What about the lofty goals of livable, walkable communities? The SCMaglev does not contribute to their development because it is about the ease of travelers hurtling through to their destinations, with no regard for the impacted communities. More suitable alternative transit solutions must be found through discussion and coordination among state and county project planners, elected officials, and the public at the early development stages, such that the full context and ramifications of proposed projects can be considered up front in a transparent process.	
Suzzane	718 Andover Rd.	Linthicum	21090	Yes	Maryland Coalition for Responsible Transit	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
Sven Doersam	317 Jerlyn Ave	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The Mag Lev does not provide working class people with a viable form of transportation. It would require new right of ways through environmentally sensitive areas, would only benefit the wealthy, and with only 2 stops, makes little sense for the average Marylander. It would be better to invest in the Acela and the existing rails it rides on vs. entertaining this destructive, disruptive and questionably viable project. The fact that the only place a mag lev has been 'successfully' deployed is with significant government funding and subsidies, and regularly operates at a loss (and has low ridership) should be a warning. The number of abandon and over budget attempts to implement mag lev in other states and countries should rule it right out.	
Sylvia Duss	10326 loyd road	potomac	20854	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I encourage you to vote in favor of Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project. I OPPOSE building the SCMagLev for many reasons. A few are: The SCMagLev building and operation is NOT the transit or commuter system we need. It is for rich people, not the common person. The continued enhancement of MARC and Amtrak costs far less and serves a far greater number of our citizens who can afford the cost of tickets.	
Ted Davis	105 Catalpa Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Project as proposed appears to offer too little to assure unacceptable disruptions to residents near the right of way, or that the benefits will be accessible to any other than "high end" clientele. Too much adverse impact and expense for too little benefit.	
Ted Goudounis	409 Walnut Dr	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions – and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
terri goodnow	7 Research Rd, Unit U	Greenbelt	20770	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Although I do not live in Anne Arundel County I wish to voice my support for Resolution 24-21 – Opposition of the Baltimore-Washington Super Conducting Maglev project. This project if approved will cause significant harm to communities up and down the Northeast Corridor. Homes may be lost, damaged or threatened. Communities will face loss of significant and important green space and connectivity within their community. Permanent and temporary impacts to local roads will occur. The potential costs to tax payers is going to be significant and will also leave state and local transportation projects bereft of funding for possibly decades to come. The project leaders (BWR and Northeast Maglev) have repeatedly used misleading and untrue information regarding the environmental aspects of this project – it is now very clear that this project will lead a large and overwhelming increase in greenhouse gas emissions. It has spread very misleading information about potential jobs to emerge from this project. And I must add that we simple cannot be causing the level of environmental, economic and community/homeowner damage for jobs – that simply will not be as numerous as the advertise and promise. Please support Resolution 24-21 to protect your residents and communities and our future environment and economy.	

Legislative Testimony for April 19 2021

Full Name	Home Address	City	Zip Code	Representing yourself?	What organization or whom do you represent?	Legislation	Position	Remarks	Attachment
Thomas Sfakiyanudis	2729 Lury Ln	Annapolis	21421	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	Please vote no on County Council Resolution 24-21 that opposes the SCMagLEV project. I am 100% supportive of building the SCMagLEV for the environmental and economic benefits it will bring to Anne Arundel County and Maryland as a whole. This resolution, as it currently stands, is overwhelmingly factually incorrect and I'd hope the Council takes the time to learn more about the project before voting on such an important resolution. Even before I point out some of the factual errors in Resolution 24-21, I'd first like to point out the economic boom SCMagLEV will bring to Anne Arundel County that will happen for both BWI airport and its surrounding neighborhood. With direct five-minute service to Baltimore and nine-minute service to Washington DC, BWI will become the airport of choice for residents and travelers of both cities. Plan2040 repeatedly notes what an economic engine the airport is for the County, and with passengers expected to increase by 82% in the coming two decades, the SCMagLEV will enable the airport to grow responsibly and allowing the County to leverage BWI into the leading airport of the region. Airlines will bring new routes to BWI, and businesses will relocate to be closer to the region's new premier long-distance hub. Resolution 24-21 claims that there should be additional independent studies of the region's transportation needs and how they could be satisfied by other alternatives. Well, I believe the Anne Arundel County Council should know that other studies and regional planning documents already have looked at building SCMagLEV -- and they are supportive! The Baltimore City Masterplan details the need to preserve right-of-way for regional Maglev rail, while the National Capital Planning Commission's Federal Elements Transportation Section voices support for increased regional rail and specifically notes "Expansion of high speed and high capacity passenger rail can help improve inter-city connectivity from the region to other destinations across the eastern United States. Major transportation initiatives within the region range from megaprojects like the Baltimore-Washington Superconducting Maglev Project (P-6). And with regards to other regional rail studies in particular, over the past decade, numerous Amtrak and MARC planning documents have made clear that overcapacity is the major issue in this region of the Northeast Corridor. Put simply, you can't have faster high-speed rail if an increasing number of slow commuter and freight trains share limited track space with Amtrak. According to the 2010 NEC Infrastructure Master Plan, by 2030 passenger rail between Baltimore and Washington, D.C. could realize capacity utilization higher than 100 percent while the 2014 NEC Commission added that multiple segments of the NEC are experiencing critical infrastructure challenges due to capacity constraints. On a more regional level, MDOT-MTA expects at least 70 percent of all MARC system stations to be at capacity by 2025 while also noting that scheduling more trains to meet increasing ridership demands of 2-3% per year is increasingly difficult as the high volume of Amtrak trains prevent the number of MARC trips that can be provided on the NEC. These capacity constraints mean that the number of MARC trips will remain stagnant even as demand for MARC service grows. This is supported by a February 2021 Johns Hopkins 21st Century Cities Initiative report that found that due to track capacity and rolling stock limitations, the only realistic option to increase express rail speeds between DC and Baltimore would be to cut out local MARC commuter stops. Thus, by building a new line and dedicated SCMagLEV ROW, we can ensure that intermediary stations -- for example, stations in Anne Arundel County -- don't have their service cut. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMagLEV DEIS, clearly shows: the SCMagLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMagLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMagLEV project.	
Thomas Van Horn	76 Farragut Rd	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions -- and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Tim Snitcher	442 Kingwood Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	Please support this resolution and oppose this project. I would strongly encourage you to bold and move beyond the resolution to consider actual legislation to stop this. You can do this several ways: through the use of tax dollars and most importantly by making it illegal to apply imminent domain in support of projects like this. This project solves none of the problems it claims to and as a Project Management Professional (PMP) I can tell you that 80% of the true costs for projects of this scope are in the life cycle management of the project. At \$20B this would quickly become a \$100B or more project over its life cycle. All the while not solving literally one problem today or in the future. In a day and age when ACO and MD need every tax dollar you do NOT want to devalue our homes and endanger our way of life which would drive away more tax dollars. Please support this resolution.	
Tim Walters	Hammonds Ferry Rd	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	We need faster and more public mass transit including this rail service	
Tim Whitt	107 Allen RD	Glen Burnie	21061	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions -- and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Timothy Bemazikowski	8124 Mallard Shore Dr	Laurel	20724	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I, among many, oppose the Maglev. We believe that the train would have a negative impact towards the local communities. The ridership numbers just don't support such an expensive project. And homes could potentially be lost due to it's construction. Please don't let this train come to our region.	
Tricia Jackson	1518 Wampanoag Drive	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	I am strongly against County Council Resolution 24-21 that aims to bring down the SCMagLEV project. I am strongly in favor of building the SCMagLEV for the benefits it can bring to Anne Arundel County. Please vote no or rescind this flawed resolution, as even a cursory review of it reveals numerous factual errors easily refuted in the project's Draft Environmental Impact Statement. SCMagLEV will take cars off our roads, having the dual benefits of easing congestion and improving our air quality. Per the independently-produced DEIS (4.2-6), SCMagLEV is expected to divert between 11.3 million to 12.6 million cars off the road by its opening year, to more than 16 million cars per year by 2045! This translates into a 9-12% reduction in regional Vehicle Miles Travelled ("VMT") (DEIS 4.16-10), or 57,000 less car trips per day. This reduction of car use, which will be predominantly on busy DC-Baltimore through-ways like the Baltimore-Washington Parkway and I-95, will lower regional tailpipe emissions and improve regional air quality (DEIS 4.2-7). By 2045, as SCMagLEV ridership increases, the service is expected to divert between 393 and 437 million VMT. These steep auto reductions cannot come soon enough as the EPA already notes that most of the SCMagLEV project area, including vast parts of Anne Arundel County, are already in non-attainment status air quality. Therefore, by taking DC-Baltimore through traffic off of the major roadways between Washington DC and Baltimore, communities in between will benefit as there will be fewer passing cars who leave nothing in Anne Arundel County except for emissions, noise, and congestion. There is no other proposed project in Maryland with the ability to take that many cars off of our region's roadways. And with Anne Arundel Plan2040 calling to ease roadway congestion and reduce single-user vehicles, SCMagLEV is a solution to help the County achieve their goals. SCMagLEV will be an economic boom for BWI airport and the northern part of the County. With direct five-minute service to Baltimore and nine-minute service to Washington DC, BWI will become the airport of choice for residents and travelers of both cities. Plan2040 repeatedly notes what an economic engine the airport is for the County, and with passengers expected to increase by 82% in the coming two decades, the SCMagLEV will enable the airport to grow responsibly and allowing the County to leverage BWI into the leading airport of the region. Airlines will bring new routes to BWI, and businesses will relocate to be closer to the region's new premier long-distance hub. This will inevitably boost County tax revenue and prestige. Moreover, Plan2040 notes that the County should seek to promote development in the vicinity of BWI (Goal Healthy Economy 4.1) -- and an SCMagLEV station at BWI would greatly assist this effort. Not all BWI Maglev passengers need be air passengers, people from nearby the airport can be to DC within 10 minutes! With nearby land only 50% of the value it ought to have, especially around Stoney Run (Plan2040, Vol. II P.130), and Plan2040 making clear that Northern Anne Arundel County can use an economic boost. SCMagLEV stations at both BWI and Cherry Hill, Baltimore City, will help spark an economic renaissance in this area. With several of Plan2040's Built Environment Goals supporting transit-oriented development, let's work together to make BWI the region's hub and promote development of underutilized land near the airport. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMagLEV DEIS, clearly shows: the SCMagLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMagLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMagLEV project.	
Valerie Rogers	179 Duke of Gloucester St	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions -- and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	
Vernon Frazee	1355 Brenda Rd	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose	I write today as a resident of Anne Arundel County and in full support of the Baltimore-Washington Superconducting Maglev project. Now is the time to support bold projects that go beyond the status quo and put our region at the forefront of technology, innovation, and opportunity creation. Please oppose Resolution 24-21 as the majority of its assumptions are based on false premise and disinformation. This resolution only serves to send a message that Anne Arundel County is not amenable to progress. The Baltimore-Washington Superconducting Maglev project will rely on proven technology to build a 311-mph superconducting maglev line allowing passengers to go from Washington, D.C. to Baltimore in 15 minutes, and eventually linking DC to NYC in an hour. This project complements existing networks and revitalizes the aging Northeast Corridor, putting our economy back on track and creating boundless job opportunities. With a station stop at BWI Thurgood Marshall Airport, Anne Arundel County will be home to the closest airport in terms of time and convenience to Washington, D.C., and, with the majority of the SCMaglev infrastructure in the county in extremely deep tunnel, it will be undetectable from the surface. The project would also: Kickstart the local economy. The first phase of this project is expected to increase Maryland GDP by \$6.5 billion and add over \$268 million annually after opening. Create jobs. The project would create 74,000 jobs related to construction efforts, and hundreds of permanent jobs in Anne Arundel County once in operation. Plus, Baltimore Washington Rapid Rail has introduced an industry leading diversity, equity, and inclusion plan ensuring that jobs and contract opportunities are accessible to minorities and women as well as minority and women-owned businesses. Provide better access to jobs and job centers. The project allows people to dramatically reduce commute times and gain better access to jobs and job centers, unlocking career opportunities, increasing real estate values and enhancing quality of life. Improve air quality. The project takes millions of cars off the road, improving our air quality, reducing toxic emissions -- and making great strides in our efforts to fight climate change. The project has a host of other benefits, such as safety and reliability. It provides one of the world's safest modes of transportation, and it has robust support from a wide and diverse group of regional stakeholders. Please ensure this critical project receives your support. Please oppose Resolution 24-21. Your efforts will help Anne Arundel County and the State of Maryland unlock their economic and environmental potential, and get this country moving again.	

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Vernon Frazee	1355 Brenda Rd	Severn	21144	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Vessela Valiavitcharska	535 Shipley Rd.	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	The costs of this train are astronomical, while the benefits are hypothetical. Moreover, even if it actually works, it will not serve the people of Maryland, but the lobbyists in DC, who want quick access to BWI. Who else will pay \$80-\$100 to just get from DC to BWI?	
Victoria Reynolds	6715 Terra Alta Dr L	Lanham	20706	No	Maryland Coalition for Responsible Transit	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		YES
								Please vote no on County Council Resolution 24-21 that opposes the SCMAGLEV project. I am 100% supportive of building the SCMAGLEV for the environmental and economic benefits it will bring to Anne Arundel County and Maryland as a whole. This resolution, as it currently stands, is overwhelmingly factually incorrect and I'd hope the Council takes the time to learn more about the project before voting on such an important resolution. According to Anne Arundel Plan2040, with an expected resident population increase of 50,000 by 2040, along with 68,000 new jobs and 86,950 new daily trips, the plan makes lucid that current traffic congestion, environmental decline, and loss of habitat will only be exacerbated without fundamental change. SCMAGLEV will be an instrumental part of achieving that fundamental change. Resolution 24-21 claims that potential impacts of the SCMAGLEV project will include disruption to community cohesion and adverse environmental justice impacts along the corridor. These claims hold no weight when looking at the actual facts, and I hope that the Anne Arundel County Council will please review the facts. First, as the DEIS (Page 4.4-4) explicitly details, "the above-ground viaduct would not bisect communities," and that all build alternatives were "located as close to existing transportation corridors as possible" (DEIS 4.12-22). And while community cohesion impacts are looked at for potential negative impacts, none of these neighborhoods are in Anne Arundel County (4.4-6). With regards to environmental justice, I was excited when I saw back in March BWRR release their Diversity, Equity, and Inclusion Plan which will ensure local minority communities reap the economic rewards of this project. The plan laid out the following construction goals: (a) at least 40% of the construction workforce will be from diverse populations in which the route travels through, and at least 25% of construction spend will be on Minority-Business Enterprises ("MBEs") and Women Business Enterprises ("WBEs"). There will be particular emphasis to work within EJ communities and local community colleges to train and establish apprenticeships as the project progresses. And with regards to long-term operations and maintenance jobs, the BWI SCMAGLEV station will employ dozens of Anne Arundel residents helping provide stable and well-paying local jobs. By providing training and apprenticeship opportunities to local minority populations, BWRR will in the long-term provide these populations with pathways to stable well-paid jobs. This is why Darryl Barnes, Chair of the Maryland Legislative Black Caucus, endorsed the SCMAGLEV project's plan, noting that "the current pandemic shows that communities of color are particularly vulnerable during hard times, which is why a project like the SCMAGLEV train offering tens of thousands of jobs and billions of dollars of investment must be taken seriously [...] jobseekers, contract seekers, and others will be better off thanks to these pathways for county residents to grow and sustain wealth." In addition to Mr. Barnes support, the Maryland State Conference NAACP and its local Anne Arundel Branch have all endorsed the SCMAGLEV project. They have agreed the SCMAGLEV will bring economic EJ benefits to local communities of color traditionally overlooked by transformative investment and at a scale unparalleled in the state of Maryland. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMAGLEV DEIS, clearly shows: the SCMAGLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMAGLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMAGLEV project.	
Wayne Rogers	179 Duke of Gloucester St	Annapolis	21401	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
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William Frece	3026 Aberdeen Rd	Annapolis	21403	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
William K. Lathroum	6201 Emory Oak Ct	Linthicum Heigt	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	MAGLEV will Unduely and adversely impact those who live near, over, or around it during and after construction. Additionally it will not pay it's own operating expenses and will be another toilet for flushing tax payers dollars down the drain. If it was such a great idea the entrepreneurs would be fighting to invest in it. NO to maglev!	
William L Snyder	124 Rosewood Dr	Greenbelt	20770	Yes	Swing,Blue	Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support	As the resolution makes clear this is a destructive project that would be devastating to communities in Prince Georges' and Anne Arundel Counties and benefit only the developers who are not local. I think all residents of the two counties need to strongly oppose the MAGLEV train.	
								As someone who has spent most of his working career working in Anne Arundel County (Annapolis) and who has lived in Maryland his entire life, I strongly ask that the County Council vote no on Resolution 24-21 that opposes the SCMAGLEV project. I am 100% supportive of building the SCMAGLEV for the environmental and economic benefits it will bring to Anne Arundel County and Maryland as a whole. This resolution, as it currently stands, is overwhelmingly factually incorrect and I'd hope the Council takes the time to learn more about the project before voting on such an important resolution. According to Anne Arundel Plan2040, with an expected resident population increase of 50,000 by 2040, along with 68,000 new jobs and 86,950 new daily trips, the plan makes lucid that current traffic congestion, environmental decline, and loss of habitat will only be exacerbated without fundamental change. SCMAGLEV will be an instrumental part of achieving that fundamental change. Resolution 24-21 claims that potential impacts of the SCMAGLEV project will include disruption to community cohesion and adverse environmental justice impacts along the corridor. These claims hold no weight when looking at the actual facts, and I hope that the Anne Arundel County Council will please review the facts. First, as the DEIS (Page 4.4-4) explicitly details, "the above-ground viaduct would not bisect communities," and that all build alternatives were "located as close to existing transportation corridors as possible" (DEIS 4.12-22). And while community cohesion impacts are looked at for potential negative impacts, none of these neighborhoods are in Anne Arundel County (4.4-6). With regards to environmental justice, I was excited when I saw back in March BWRR release their Diversity, Equity, and Inclusion Plan which will ensure local minority communities reap the economic rewards of this project. The plan laid out the following construction goals: (a) at least 40% of the construction workforce will be from diverse populations in which the route travels through, and at least 25% of construction spend will be on Minority-Business Enterprises ("MBEs") and Women Business Enterprises ("WBEs"). There will be particular emphasis to work within EJ communities and local community colleges to train and establish apprenticeships as the project progresses. And with regards to long-term operations and maintenance jobs, the BWI SCMAGLEV station will employ dozens of Anne Arundel residents helping provide stable and well-paying local jobs. By providing training and apprenticeship opportunities to local minority populations, BWRR will in the long-term provide these populations with pathways to stable well-paid jobs. This is why Darryl Barnes, Chair of the Maryland Legislative Black Caucus, endorsed the SCMAGLEV project's plan, noting that "the current pandemic shows that communities of color are particularly vulnerable during hard times, which is why a project like the SCMAGLEV train offering tens of thousands of jobs and billions of dollars of investment must be taken seriously [...] jobseekers, contract seekers, and others will be better off thanks to these pathways for county residents to grow and sustain wealth." In addition to Mr. Barnes support, the Maryland State Conference NAACP and its local Anne Arundel Branch have all endorsed the SCMAGLEV project. They have agreed the SCMAGLEV will bring economic EJ benefits to local communities of color traditionally overlooked by transformative investment and at a scale unparalleled in the state of Maryland. As my letter, based on careful reviews of Anne Arundel Plan2040 and the SCMAGLEV DEIS, clearly shows: the SCMAGLEV project will help the County achieve its ambitious environmental, economic, and transportation goals over the next two decades. There is simply no sound reason to oppose the SCMAGLEV project, especially at such an early phase. Therefore, I request the Council vote no to Resolution 24-21 and instead show support to the SCMAGLEV project.	
William Scott	1007 Stablersville Road		21120	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Oppose		
Yvonne Hardesty	605 faimeade ct	Linthicum	21090	Yes		Resolution 24-21: Oppose the Baltimore-Washington Superconducting Maglev Project	Support		
							278		