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Judiciary Committee



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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

May 24, 2021

Secretary Gregory Slater

Department of Transportation

Harry R. Hughes Department of Transportation Building

7201 Corporate Center Drive, Hanover, MD 21076 - 0548

Administrator Kevin B. Quinn, Jr.

Maryland Transit Administration

William Donald Schaefer Tower

6 St. Paul St., 2nd floor, Baltimore, MD 21202 - 1614

SCMAGLEV Project c/o Lauren Molesworth

Maryland Transit Administration

6 Saint Paul St, Baltimore, MD 21202

Re: Information requested on impact of Super Conducting (SC) Maglev on existing public transit

We write to express concern that the Baltimore-Washington SC Maglev Project will have an adverse impact on the investments and improvement of public transit operated by MDOT MTA that currently serves the corridor and jurisdictions between Washington D.C. and the City of Baltimore. We are particularly concerned about MARC Rail service and commuter bus service. We respectfully request that the responses to the questions itemized below be sent to members of the Maryland Senate Budget & Taxation Committee and the Education, Health, and Environmental Affairs Committee; House Appropriations Committee, Environment & Transportation Committee, and Economic Matters Committee for further review.

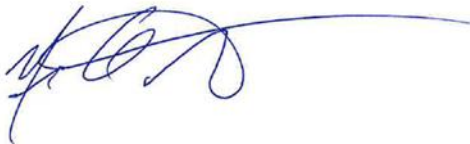
Impacts to Service

- According to the Draft Environmental Impact Statement (DEIS), the SCMAGLEV Project would provide service at roughly seven times the cost of an existing MARC fare. The DEIS also forecasts that approximately 32% of annual MARC ridership on the Penn and Camden Lines would divert to the SCMAGLEV Project once implemented and would likely require a lowering of MARC service levels to account for a decline in forecasted ridership demand as well as a likely decline in fare revenue. Based on this information we request the following:
 - What are the details of how service would be impacted? What is the calculation of how much fare revenue would be lost due to ridership shifts to Maglev?
 - How would the potential reduced service levels impact low-income households that have less means to purchase a much more expensive ticket on Maglev? What is the estimate of how many low-income households would be affected?
 - How would the potential reduced service levels impact the access of individuals to intermediary MARC stops that the Maglev would not serve (College Park, Greenbelt, Murkirk, Laurel, Jessup, Dorsey, St. Denis, New Carrollton, Seabrook, Odenton, Bowie State, Halethrope, West Baltimore, Martin Airport, Edgewood, Aberdeen, and Perryville)?
- The SCMAGLEV Project team released a [Final Ridership Report](#) on April 23, 2021. The Federal Railroad Administration (FRA) and the National Environmental Policy Act (NEPA) Team claimed that they used information from these studies to inform the analysis described in the DEIS. We request a detailed explanation of how the ridership report informed the DEIS, including all the page numbers and sections of any redacted information that FRA and NEPA used to inform the DEIS.

Impact to Investments

- According to the Economic Analysis Impact report of the DEIS, the project is expected to cost between \$13.8 billion and \$16.8 billion. How much money has MDOT MTA and FRA spent on the Draft EIS study? What sources of state and federal funds (including bonds and loans) have been requested or could be requested to fund completion of the Final EIS and the building of Maglev? If these funds were to be provided how would this impact the resources available for existing public transit assets operated by MTA including MARC and other public transportation options including Amtrak?
- According to the DEIS, temporary negative construction impacts to business revenues in the affected areas may be significant, ranging from \$18.5 million to \$311.3 million (2018 dollars). Will the developer of the project pay for the impacts to businesses? If not, will this cost be passed on to federal or local governments to cover?
- What are the estimates of how the Transportation Trust Fund will be impacted by the project?

Sincerely,



Delegate Nicole A. Williams, Esq.
Prince George's County
District 22



Delegate Jared Solomon
Montgomery County
District 18