

COUNTY COUNCIL OF ANNE ARUNDEL COUNTY, MARYLAND

Legislative Session 2021, Legislative Day No. 7

Resolution No. 24-21

Introduced by Ms. Lacey

By the County Council, April 5, 2021

1 RESOLUTION opposing the Baltimore-Washington Superconducting Maglev Project

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3 WHEREAS, the Maryland Department of Transportation is currently considering
4 a new form of high speed transportation, known as a Superconducting Maglev, to
5 run between Washington, D.C. and Baltimore, Maryland and with routes through
6 Anne Arundel County (the “Baltimore-Washington Maglev Project”); and
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8 WHEREAS, a Superconducting Maglev is a magnetic levitation transportation
9 system that uses powerful magnetic forces for all aspects of operation –
10 acceleration, deceleration, guidance and levitation – resulting in operating speeds
11 of over 300 miles per hour in everyday service; and
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13 WHEREAS, the Baltimore-Washington Maglev Project includes two terminal
14 stations in Washington, D.C. and Baltimore, MD, and one intermediate station at
15 the BWI Thurgood Marshall Airport in Linthicum, MD; and
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17 WHEREAS, areas that will be drastically affected by the Baltimore-Washington
18 Maglev Project in Anne Arundel County includes residential, commercial, and
19 industrial districts, major roadways, and neighborhoods such as Maryland City,
20 Fort George G. Meade, Jessup, Hanover, Harmans, Severn, Linthicum, and
21 Linthicum Heights; and
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23 WHEREAS, in January of 2021 the Federal Railroad Administration and the
24 Maryland Department of Transportation published a Draft Environmental Impact
25 Statement (the “DEIS”)¹, pursuant to the National Environmental Policy Act of
26 1969, outlining an evaluation of the potential environmental impacts of the
27 proposed Baltimore-Washington Maglev Project; and
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29 WHEREAS, according to the DEIS, the proposed Baltimore-Washington Maglev
30 Project would reduce travel time to meet the capacity and ridership needs of the
31 Baltimore-Washington region but would also cause significant social, economic,
32 resource, and property impacts; and
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34 WHEREAS, the potential social impacts from the proposed Baltimore-Washington
35 Maglev Project include the disruption of community cohesion, businesses, and
36 community facilities; the intrusion of large transportation structures into residential
37 and forested areas; changes to residents’ navigation routes in and around their

¹ The DEIS is available at <https://www.bwmaglev.info/index.php/project-documents/deis>.

1 communities; a disruption of interaction between people and groups within a
2 community; the diminishment of the long-term character of neighborhoods'
3 economic and demographic makeup; and adverse environmental justice impacts
4 along the corridor; and

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6 WHEREAS, the potential economic impacts from the proposed Baltimore-
7 Washington Maglev Project include increases in jobs in the areas of construction
8 and operation, but also include negative impacts to businesses in the areas of
9 construction, reduced revenue for publicly-provided regional commuter rail
10 service, and increased capital and operating costs to County budgets for public
11 safety along the project corridor; and

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13 WHEREAS, the potential resource impacts from the proposed Baltimore-
14 Washington Maglev Project include disturbances to historic resources; disturbances
15 to and pollution of the Patuxent River, Little Patuxent River, Anacostia River, and
16 Beaverdam Creek, which are tributaries of the Chesapeake Bay; potential impacts
17 on air quality, geologic resources, electromagnetic fields and electromagnetic
18 interference; destruction of ecologically significant contiguous forest and forest
19 interior dwelling species (FIDS) habitat; and contamination of the Patapsco and
20 Patuxent aquifers, which are key sources of groundwater in the region; and

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22 WHEREAS, properties that would be impacted by the project include, in
23 northwestern Anne Arundel County, the Snowden Cemetery, a private family
24 cemetery located within the Patuxent Research Refuge, which would be displaced;
25 the Maryland City neighborhood and the community facilities located there, such
26 as Resurrection Church, Monarch Academy, and Brock Bridge Elementary School;
27 in northern Anne Arundel County, Hebron-Harman Elementary School, Linthicum
28 Elementary School, Overlook Elementary School, and Lindale Middle School; and
29 scenic portions of the Baltimore Washington Parkway that runs through the
30 County; and

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32 WHEREAS, within the Baltimore-Washington Maglev Project Affected
33 Environment, Anne Arundel County has the highest acreage of residential zoning
34 and many existing homes would have to be acquired in order for the Baltimore-
35 Washington Maglev Project to be constructed; and

36
37 WHEREAS, the cost to use the Baltimore-Washington Maglev system has been
38 estimated to be prohibitive for some, notably low-income populations, and due to
39 its high cost, the system is unlikely to significantly reduce the number of local
40 residents commuting by car; and

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42 WHEREAS, while an environmental impact study is required by law to thoroughly
43 evaluate the environmental effects of the proposed Baltimore-Washington Maglev
44 Project, an independent study of the transportation needs of the Baltimore-
45 Washington region, including an assessment of how the region's future needs could
46 be satisfied by other less-damaging alternatives, is needed before a project of this
47 magnitude should be considered; and

1 WHEREAS, the proposed Baltimore-Washington Maglev Project will cause
2 significant social harm, loss of valuable property and community resources,
3 negative health impacts, and permanent environmental destruction to Anne Arundel
4 County and will have an adverse impact on the lives of those who reside in the
5 county with little to no corresponding benefit; now, therefore be it

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7 *Resolved by the County Council of Anne Arundel County, Maryland,* That it hereby
8 opposes the Baltimore-Washington Maglev Project as proposed by Baltimore Washington
9 Rapid Rail LLC, based upon the significant negative impacts it would have on the health,
10 safety, and welfare of Anne Arundel County residents and the environment of Anne
11 Arundel County, and urges the Federal Railroad Administration and the Maryland
12 Department of Transportation to better address all alternatives to reduce or eliminate these
13 impacts; and be it further

14
15 *Resolved,* That a copy of this Resolution be sent to Governor Lawrence J. Hogan, Jr.;
16 U.S. Senators Benjamin L. Cardin and Chris Van Hollen; U.S. Representatives C. A. Dutch
17 Ruppersberger III, John P. Sarbanes, Anthony G. Brown, and Steny H. Hoyer; Senator
18 Sarah K. Elfreth, Chair, Anne Arundel County Senate Delegation to the General Assembly;
19 Delegate J. Sandy Bartlett, Chair, Anne Arundel County House Delegation to the Maryland
20 General Assembly; Brandon Bratcher, Environmental Protection Specialist, U.S.
21 Department of Transportation, Federal Railroad Administration, RPD-13: Environment
22 and Corridor Planning Division; Jacqueline Thorne, Project Manager Priority Projects,
23 Office of Freight and Multimodalism, Maryland Department of Transportation; Lauren
24 Molesworth, Environmental Planning Manager, Maryland Transit Administration; and
25 County Executive Steuart Pittman.