



- Electrical Workers
- Insulators
- Boilermakers
- United Association
- Plumbers & Gas Fitters
- Sprinkler Fitters
- Steam Fitters
- Roofers
- Cement Masons
- Teamsters
- Laborers
- Bricklayers
- Ironworkers
- Sheet Metal Workers
- Elevator Constructors
- Painters
- Operating Engineers
- Carpenters

**Maryland House of Delegates Environment and Transportation Committee**

**Chair: Kumar P. Barve**  
**Vice Chair: Dana Stein**

HB 120 Railroad Companies - Condemnation Authority – Application

POSITION: **OPPOSE**

The Baltimore DC Building Trades Council with 28 local unions in the greater Baltimore/Washington, DC/Northern Virginia region represents thousands of skilled craft professionals in the building and construction industry. Baltimore Washington Rapid Rail was lawfully granted the authority of eminent domain by the Maryland Public Service Commission in October 2015, after review, public notice, and hearing. This bill aims to overturn settled law and circumvent the administrative process by revoking the authority of eminent domain from a single railroad franchise - Baltimore Washington Rapid Rail. In its limited foresight this bill would not only stop the Baltimore Washington Superconducting Maglev project but would severely limit any future use of an entire transportation technology in the State. It is well established that eminent domain only be used sparingly and only for public good. Baltimore Washington Rapid Rail has shown repeatedly that they take this charge seriously. They have gone through great lengths to limit the acquisition of private homes by opting to place the majority of their route in a deep underground tunnel. In fact, they believe that they have determined a potential route that would not require the acquisition of any private homes. The fact is that eminent domain decisions are not made in isolation. Baltimore Washington Rapid Rail has been working hand-in-hand with over thirty Federal, State, and Local agencies in the years long Environmental Impact Statement process being led by the Federal Railroad Administration. We recommend that the Maryland Legislature let the normal regulatory and legal processes in place work unimpeded, and not set a precedent by using legislation to unfairly limit a single project and severely limiting the State’s ability to move into the future. We ask the Committee for an unfavorable report. Thank you.

Respectfully, Jeffry Guido

Baltimore-DC Metro Building Trades Council

<https://user.eng.umd.edu/~austin/enes489p/projects2011a/MaglevTrains-FinalReport.pdf>



**Value on Display... Everyday.**



Value on Display... Everyday.

