

# **HB120\_FAV\_Healey**

Uploaded by: Anne Healey

Position: FAV

ANNE HEALEY  
Legislative District 22  
Prince George's County

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Chair  
Rules and Executive  
Nominations Committee

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Environment and Transportation  
Committee

Chair  
Local Government and  
Bi-County Issues Subcommittee



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

*Annapolis Office*  
The Maryland House of Delegates  
6 Bladen Street, Room 361  
Annapolis, Maryland 21401  
301-858-3961 · 410-841-3961  
800-492-7122 Ext. 3961  
Fax 301-858-3223 · 410-841-3223  
Anne.Healey@house.state.md.us

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*District Office*  
Hyattsville, Maryland  
Phone/Fax 301-779-4515

E&T Hearing – Jan. 27

*HB120 – Railroad Companies - Condemnation Authority*

Mr. Chair, members of the committee, for the record, Del. Anne Healey. Thank you for the opportunity to present HB120, a bill that protects property owners from any future MAGLEV projects.

**What does the bill do?**

This legislation ensures that the authority granted to railroad companies to acquire property in this state via condemnation does not apply to railroad companies that own or operate a MAGLEV system. Eminent domain and the ability to take or condemn private property for public use is a long-standing power that has had a watchful eye from state government and relies on two rules of 'just compensation' and 'public use.' Railroad companies are currently allowed by law to come to an agreement with a property owner to purchase, use, occupy or divert part of the owner's land and that authority applies to all railroads operated by electricity, cable or other improved motive power. This bill would simply remove MAGLEV companies from that list of potential condemnation authorities in order to further protect property owners and communities who don't wish to see their land or homes removed in favor of a 375 mile-per-hour train.

Our county delegation of the House of Delegates, the county council, and the county executive have all been united and vocal that a MAGLEV train between Baltimore and D.C. would negatively impact Prince George's County's 900,000 residents. When first proposed, the MAGLEV project supporters assured the public they would not use eminent domain powers but within the last year, they did actually threaten to use it in a way that would undermine a major redevelopment project in Baltimore City.

HB120 would clarify that a MAGLEV operation is not the kind of railroad that has condemnation powers under Maryland law.

# **Transit Caucus Letter of Support**

Uploaded by: Delegate Charkoudian

Position: FAV





# MARYLAND TRANSIT CAUCUS

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transitcaucus@gmail.com

## Officers

Co-Chair: Senator Malcolm Augustine  
Co-Chair: Delegate Lorig Charkoudian  
Vice Chair: Senator Pam Beidle  
Vice Chair: Delegate Sheila Ruth  
Secretary: Delegate Julie Palakovich Carr  
At-Large Member: Delegate Marc Korman

Dear Chair Barve, Vice Chair Stein, and Members of the Environment and Transportation Committee,

The more than 80 members of the Transit Caucus have voted to endorse HB0120, Railroad Companies - Condemnation Authority - Application.

The Transit Caucus is a bipartisan group of Senators and Delegates committed to supporting legislation that supports a robust, equitable, modern, and effective transit network that serves all Marylanders. To that end, the Caucus is dedicated to advancing reliable and sustainable transportation options for Marylanders, including but not limited to interconnected public transit, a transition to clean vehicles, and to non-car mobility options and infrastructure to support these options as safe modes of transit. We believe ensuring that every Marylander has access to a variety of safe and reliable mobility options is a critical element of achieving an equitable, prosperous, and healthy state.

The Caucus respectfully requests a favorable report for this legislation.

Thank you for your consideration.

Sincerely,

Senator Malcolm Augustine  
Co-Chair

Delegate Lorig Charkoudian  
Co-Chair

## Members

Delegate Gabriel Acevero  
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Delegate Sandy Bartlett  
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Senator Ronald Young  
Delegate Pat Young  
Senator Craig Zucker

# **HB120\_FAV\_Hodges**

Uploaded by: Lisa Hodges-Hiken

Position: FAV

**HB0120 Railroad Companies – Condemnation Authority Application --  
Support  
Testimony of Lisa R. Hodges-Hiken, Esquire  
Executive Director  
Westport Community Economic Development Corporation  
lrhesq@gmail.com  
Before the  
House Environment and  
Transportation Committee  
General Assembly of Maryland  
January 27, 2022**

Chair Barve and Members of the House Environment and Transportation Committee, my name is Lisa Hodges-Hiken providing written testimony in my capacity as the Executive Director of the Westport Community Economic Development Corporation in support of HB 0120 Railroad Companies - Condemnation Authority – Application bill, specifically the provision which prohibits condemnation by a company using magnetic levitation as the means of transportation.

Westport would be directly impacted by the current plan for building a magnetic levitation mode of transportation and we assert that because of this direct impact administrative condemnation subverts our residents right to be heard, causing irreparable harm to our historically African American neighborhood. We believe that the way the Baltimore Washington Rapid Rail, LLC has construed existing law to apply to magnetic levitation transportation vehicles was not contemplated when the law was originally written. We believe that House Bill 0120 corrects any gap in understanding and prevents future harm to our community.

We attach our amicus brief filed in the condemnation action to further enlighten the committee regarding our position.

In conclusion, I hope that this testimony has been helpful and respectfully request passage of this bill

·  
Lisa R. Hodges, Esquire  
Executive Director  
Westport CEDC

## **HB120\_INFO\_Hodges**

Uploaded by: Lisa Hodges-Hiken

Position: FAV

BALTIMORE WASHINGTON  
RAPID RAIL, LLC

\*

IN THE

Plaintiff

\*

CIRCUIT COURT FOR

\*

BALTIMORE CITY,

v.

\*

MARYLAND

STONEWALL CAPITAL, LLC  
WESTPORT CAPITAL  
DEVELOPMENT, LLC

\*

Case No. 24-C-21002681

\*

Defendant

\*

\* \* \* \* \*

**BRIEF OF WESTPORT COMMUNITY ECONOMIC DEVELOPMENT  
CORPORATION AS AMICUS CURIAE**

**IN SUPPORT OF DEFENDANTS STONEWALL CAPITAL, LLC  
AND WESTPORT CAPITAL DEVELOPMENT, LLC**

**INTERESTS OF AMICUS CURIAE**

The Westport Community Economic Development Corporation, (WCEDC), a non-profit community led organization, has an interest in the action filed by BWRR to condemn 43 acres of property located within the neighborhood of Westport. This interest includes the interpretation of MD Real Property Article § 12-105.1 as applying to BWRR, the limitation of the Public Service Commission’s transfer of a defunct railroad franchise to BWRR as not conferring condemnation authority and honoring the City of Baltimore’s express reservation requiring additional approval from BWRR to use public rights of way to construct their project. WCEDC also has an interest in ensuring equitable development takes place on the site in the near term, which allows community members to have a connection to the waterfront and public park as proposed by the Defendant. Exempting BWRR from the rigors of § 12-105.1 and recognizing a condemnation right in this instance would set a devastating precedent for our predominantly

2024 AUG 27 11 14 AM  
CIRCUIT COURT FOR  
BALTIMORE CITY

African American communities and would undermine our efforts to overcome decades of racist urban infrastructure policy.

## ARGUMENT

BWRR's proposed use of the Westport waterfront site is in direct conflict with the community vision for the property. WCEDC completed a strategic plan in 2018 and is currently conducting a master planning effort for the Westport, Lakeland, Mt. Winans and St. Paul neighborhoods which will be completed by this fall.<sup>1</sup> WCEDC has also been actively engaged with Defendant on refining its plan for the site and has negotiated a Memorandum of Understanding for 14 acres of that site to be a designated public park, managed by a community led board. The South Baltimore Gateway Partnership is supporting Reimagine Middle Branch<sup>2</sup>, a master planning process designed to connect residents and communities to an active waterfront. The community voice regarding the waterfront development has prioritized resident access, recreational activities, preservation of parks and wetlands, and support of commercial development that does not overburden the existing street grid. Residents have also prioritized culturally appropriate art installations, stewardship jobs to preserve outdoor recreation spaces, and preservation of the view shed. The BWRR proposal would carve up the Westport neighborhood, placing a barrier between the waterfront and our residents making any future development of the parcels inaccessible. The message would be clear that Westport families who have lived in the neighborhood for generations would not be welcome.

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<sup>1</sup> <https://www.westportcedc.org/initiatives>

<sup>2</sup> <https://reimaginemb.com/#community-led-process>



The equitable development of the waterfront is critical to the economic, social and cultural survival of Westport and surrounding neighborhoods. The MAGLEV project under the J and J1 plans places a millstone around the neck of our organization as we endeavor to attract culturally appropriate, job creating, quality of life improving development to the waterfront. Westport is poised to experience transformational development with the Stonewall Capital proposed multifamily, townhome, public park and commercial development in the near term. EXHIBIT A. Residents will not have to wait for affordable housing units, skill appropriate jobs, or reasonably priced goods and services. Granting BWRR the right of condemnation would place this land in limbo for ten to fifteen years as it awaits planning, engineering and financial approvals and then serves as a construction staging area. The Baltimore to New York City phase of this project remains speculative and might never be constructed. MAGLEV echoes the Highway to Nowhere, a failed infrastructure project that was never completed but managed to destroy a historically African American neighborhood. We must learn from the failures and racist policies of our past, not repeat them.

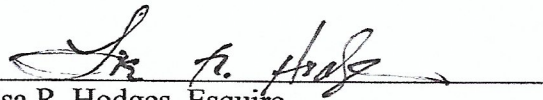
The infrastructure needed to support the proposed MAGLEV route through Westport threatens the structural integrity of the Mount Auburn Cemetery, a historically significant African American site and designated Maryland Heritage Area. The proposed parking garages servicing a Cherry Hill station appear to be built to hold 1,000 cars both on the Cherry Hill side and below the Mount Auburn Cemetery. EXHIBIT B. Building these parking structures may destabilize the cemetery property where plots are vulnerable to shifting subsurface soil. The construction of a parking garage adjacent to the Cemetery would cause irreparable harm to the families whose relatives call Mount Auburn their final resting place.



## CONCLUSION

There is no justification for condemnation of the waterfront, at law or in equity. WCEDC stands firmly opposed to BWRR's complaint to condemn the Westport Waterfront and supports Stonewall Capital and Westport Capital Development, LLC's motion to dismiss.

Respectfully submitted:



Lisa R. Hodges, Esquire  
5600 Greenspring Avenue  
Baltimore, Maryland 21209  
(443) 621-6006  
[lrhesq@gmail.com](mailto:lrhesq@gmail.com)

Counsel for Westport CEDC

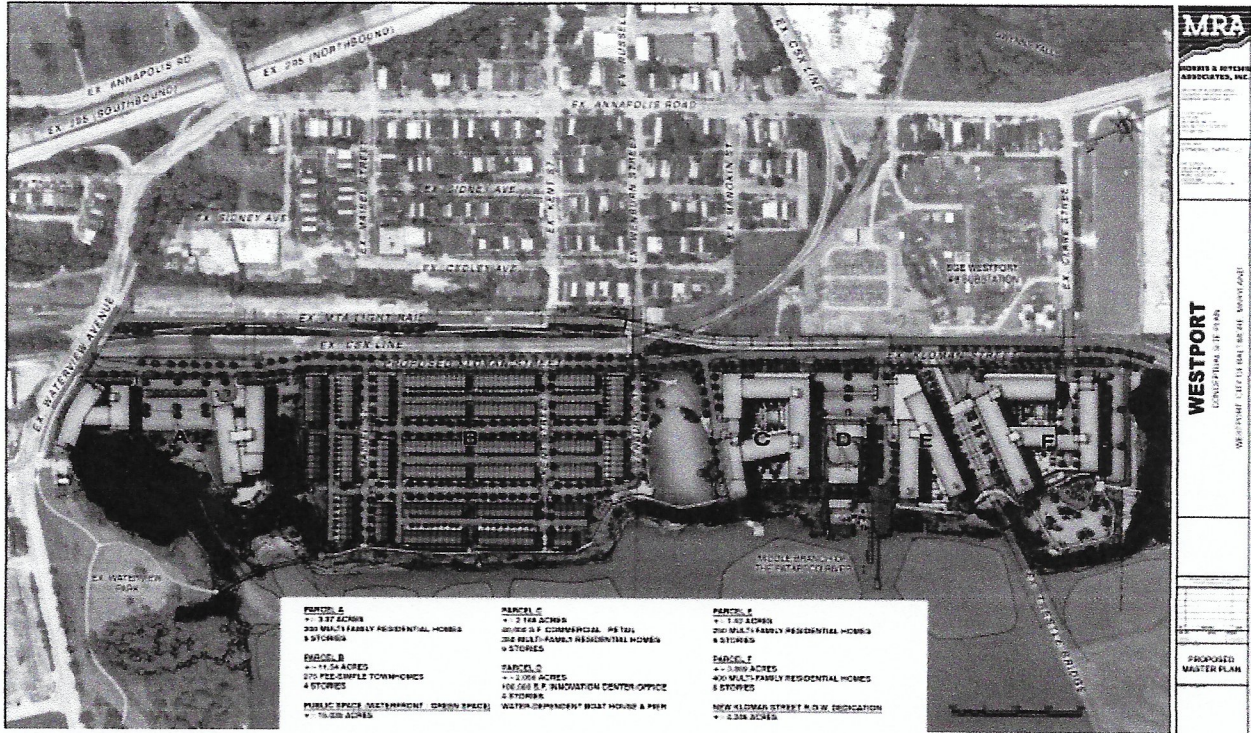
## CERTIFICATE OF SERVICE

I HEREBY CERTIFY, that on this 27<sup>th</sup> day of August, 2021, Westport Community Economic Development Corporation's Brief Amicus Curiae was mailed first class postage prepaid to:

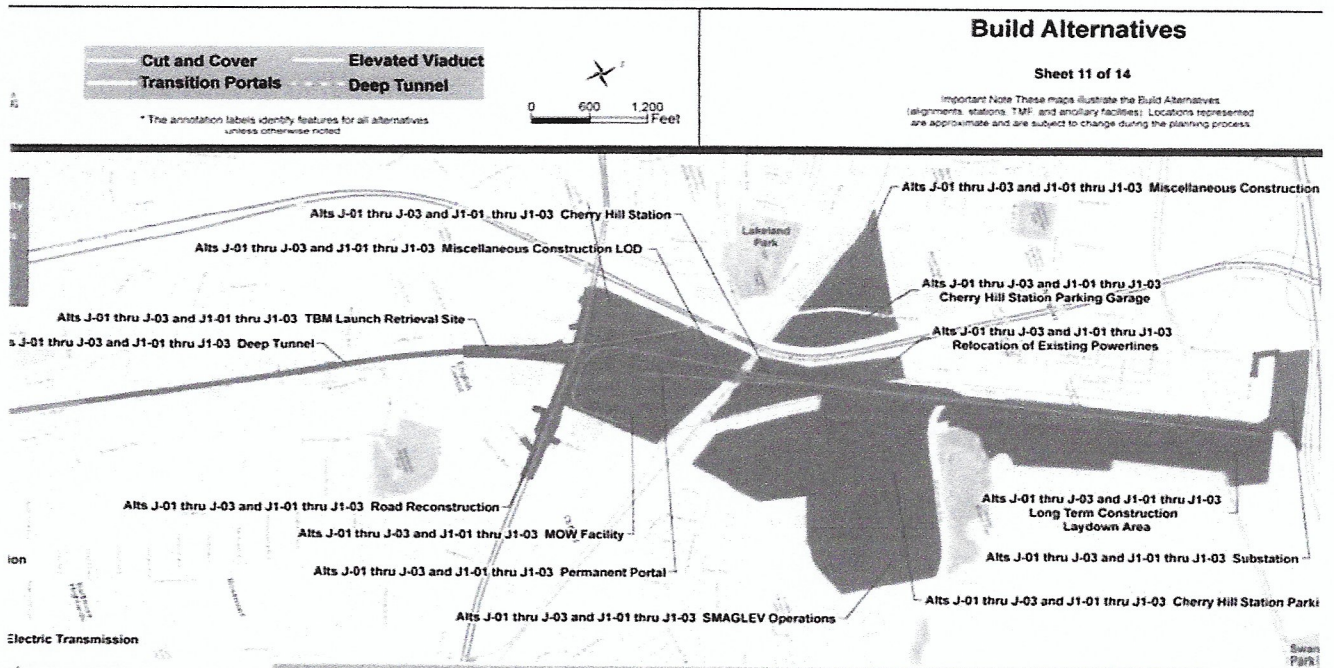
Brett Ingerman, Esq.  
Ellen Dew, Esq.  
Nicole Kozlowski, Esq.  
DLA Piper LLP  
6225 Smith Avenue  
Baltimore, MD 21209  
Attorneys for Plaintiff

Matthew S. Sturtz, Esq.  
Bryan Gales  
Nelson Mullins Riley & Scarborough LLP  
100 S. Charles St., Suite 1600  
Baltimore, MD 21202  
  
Attorney for Defendants

# EXHIBIT A



# EXHIBIT B



# **NAN Testimony HB120.pdf**

Uploaded by: Ciara Wake

Position: UNF





## Greater Baltimore Chapter

601 N. Eutaw Street – Suite 102  
Baltimore, Maryland 21201

January 27, 2022

The Honorable Kumar P. Barve  
Chair, House Environment and Transportation Committee  
MD General Assembly  
251 House Office Building  
6 Bladen Street  
Annapolis, MD 21401

RE: **HB 120** Railroad Companies - Condemnation Authority - Application

POSITION: **OPPOSE**

Dear Chairman Barve,

As the chairperson of the National Action Network's Greater Baltimore Chapter, I am writing to express our organization's strong opposition to HB120.

We work tirelessly to promote opportunities for education and economic advancement for those in our communities who are often overlooked and forgotten. The SCMAGLEV project represents a once-in-a-generation opportunity for us to offer new education and jobs to our neighbors, families and friends.

Projects like the SCMAGLEV could revolutionize our region, giving residents a reliable, safe, low-emission transportation option. We're eager to partner with projects and organizations like the one behind the SCMAGLEV project; their commitment to diverse, equitable and inclusive project development, means that the education and economic opportunities generated will be available to the very citizens the National Action Network fights for every day.

This project holds an immense amount of promise for Maryland. Not only would the SCMAGLEV bring unprecedented economic opportunity, we would also have a real chance at a future with efficient transportation and cleaner air, thanks to the millions of car trips the train will divert.

HB120 is an attempt to stop this project and rob us of the bright future we deserve. We need to seize any opportunity we can to make our economic, education and environmental goals a reality. That means supporting development of SCMAGLEV technology in our region.

Please submit an unfavorable report on HB120 and help give our children a chance at a brighter future.

Sincerely,

Larry Young  
Chairperson, NAN Greater Baltimore Chapter

# **HB0120 - 1.27.22 --Railroad Companies - Condemnati**

Uploaded by: Donald Fry

Position: UNF



# POSITION STATEMENT

## TESTIMONY PRESENTED TO THE HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE

### HOUSE BILL 120 – RAILROAD COMPANIES - CONDEMNATION AUTHORITY - APPLICATION

Sponsor: Delegate Anne Healey

January 27, 2022

**DONALD C. FRY  
PRESIDENT & CEO  
GREATER BALTIMORE COMMITTEE**

#### **Position: Oppose**

House Bill 120 would preclude an entity that owns or operates a railroad powered by a magnetic levitation propulsion system (Maglev) from acquiring property by condemnation. This authority would remain unchanged for all other railroad companies.

House Bill 120 is an attempt to make it more difficult or impossible to achieve the goal of high-speed rail in the Northeast Corridor, particularly between Baltimore and Washington. Rather than taking steps to impede progress, the State should remove barriers to progress. The Greater Baltimore Committee endorses the efforts of Baltimore Washington Rapid Rail (BWRR) to help resolve the long-recognized need for high speed in this corridor.

The Northeast Corridor encompasses a population of over 50 million people. Delays on our highways have tripled in the last 30 years. The Baltimore-Washington region features 52 percent of the worst highway bottlenecks in the country and auto travel is expected to increase by 22 percent by 2040. The Baltimore Washington SCMAGLEV (superconducting magnetic levitation) project would connect urban centers thereby reducing congestion and expanding opportunities for business growth.

Meanwhile, our railways are operating on more than 100-year-old infrastructure with alignments not suitable for high-speed travel. Freight and passenger rail share the same tracks. Approximately 75 percent of all weekday commuter rail ridership in the U.S. is on the Northeast Corridor. Rather than relying exclusively on incremental steps to patch the existing system, it is time for an integrated bold approach to help solve our nation's transportation problems.

Maryland must encourage transportation and infrastructure like the Baltimore-Washington SCMAGLEV to usher the Northeast Corridor into the future and bring the region to the forefront of technology and transportation in the United States.

This bill is inconsistent with a key tenet in *Gaining the Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth.

**Superior transportation infrastructure with reliable funding mechanisms.** An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

Investment in high-speed rail systems is a key component in the creation of a comprehensive transportation network.

**For the reasons stated above, the Greater Baltimore Committee urges an unfavorable report on House Bill 120.**

*The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 67-year-old, private-sector*

**GREATER BALTIMORE COMMITTEE**

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

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*membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.*

**GREATER BALTIMORE COMMITTEE**

Suite 1700, 111 South Calvert Street, Baltimore, Maryland 21202-6180

410. 727-2820. Fax 410. 539-5705

**HB 120\_BWRR\_UNF.pdf**

Uploaded by: Ian Rainey

Position: UNF



January 27, 2022

**HB 120**

The Honorable Kumar P. Barve  
Chair, House Environment and Transportation Committee  
Maryland General Assembly  
251 House Office Building  
Annapolis, MD 21401

RE: **TESTIMONY IN OPPOSITION TO HB 120 – RAILROAD COMPANIES –  
CONDEMNATION AUTHORITY – APPLICATION**

Dear Chairman Barve,

Thank you for the opportunity to appear today and provide testimony in opposition to HB 120. This bill seeks to remove the power of eminent domain from a single franchised railroad, Baltimore Washington Rapid Rail. This is the same bill brought before the Committee several times in the last few years and not approved.

Since the founding of the country, it has been well settled that individuals are sometimes required to dedicate some of their land for common use. Eminent domain statutes have long been recognized to provide an orderly process which protects landowners in receiving fair value for their property. Eminent domain is used sparingly as a last resort and only for a public purpose. It is limited in Maryland law and elsewhere to franchised utilities (electric, gas, telephone, water and yes, railroads) as well as the government itself.

Eminent domain has been used by the federal government, the state government, municipalities, private persons and corporations, when they are authorized, to exercise the essential functions of a public character for the betterment of our state and country. Without eminent domain you would not have a major airport, railroad, or highway nor, for example, would there be Washington D.C., The Brooklyn Bridge, The Johnson Space Center, New Orleans, The Golden Gate Bridge, Rock Creek National Park, Shenandoah National Park, Mammoth Cave National Park, or the Great Smoky Mountains National Park, to name a few.

Eminent domain is necessary for a well-functioning democracy, as one person should not be able to unilaterally halt a project that has a public purpose serving the greater society.

HB 120 is designed to destroy that settled law and circumvent the administrative processes put in place governing utilities, where franchise authority (and hence eminent domain authority) is granted by the Public Service Commission after review, public notice, and hearing. BWRR undertook this public process resulting in the granting of a railroad franchise by the Maryland Public Service Commission in October, 2015. In granting the railroad franchise, the Maryland PSC found that "...no doubt that the construction and operation of the SCMAGLEV between Baltimore and Washington, DC will result in substantial economic and social benefits to the State and Baltimore and be consistent with the State's environmental laws and policies enacted or adopted to reduce harmful emissions for cleaner air and address the causes of climate change." Further, the PSC found that awarding the franchise was in the public convenience and necessity.



Baltimore Office  
6 South Gay Street  
Baltimore, MD 21202  
(443) 759-8360

HB 120 is asking the legislature, without justification, to step in preemptively, and simply change the law against a single project and franchisee, wiping out the entire administrative process, completed with full public notice and input.

BWRR is committed to working with landowners and communities in order to minimize impacts of the proposed SCMAGLEV project. Indeed, a route has been developed that would result in no takings of residential homes along the alignment.

Removal, however, of the eminent domain authority provided in Maryland law and regulated by the Maryland Public Service Commission, would be tantamount to stopping the SCMAGLEV project or any future use of magnetic levitation transportation technology in the future. There is no evidence of harm that would warrant such an egregious act.

It is extremely important that we let the normal regulatory and legal processes in place work and do not set a precedent of upsetting current laws, not to address a problem, but to single out a single project for unfavorable treatment.

We strongly recommend that **HB 120** be provided a negative report.

Sincerely,

Wayne L. Rogers  
Chairman/CEO

# **HB120\_UNF\_Guido**

Uploaded by: Jeffry Guido

Position: UNF



**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>

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**Maglev response.pdf**

Uploaded by: Jerry Mclaurin

Position: UNF



January 27, 2022

The Honorable Kumar P. Barve

Chair, House Environment and Transportation Committee

MD General Assembly

251 House Office Building

6 Bladen Street

Annapolis, MD 21401

RE: HB 120 Railroad Companies - Condemnation Authority - Application

POSITION: OPPOSE

Dear Chairman Barve,

I am writing to outline our strong opposition to HB 120.

Even as one of the newest Black chambers of commerce in Maryland and in the Washington Metropolitan region, we have earned a well-deserved reputation as a voice for growth in Prince George's County. Through our aggressive pursuit of a healthy economic climate for business and an improved quality of life for County residents, our mission is to advance the interests of business and help create wealth for a vibrant Prince George's County. This proposed legislation serves to stand against our core goals, and against our mission.

This bill aims to revoke the authority of eminent domain from Baltimore Washington Rapid Rail - a rightful railroad franchise -for the sole purpose of stopping the project. Yet, the authors of this legislation fail to see that by attempting to stop a single project, they severely limit the future use of a safe and viable transportation technology in the State of Maryland. This legislation only serves to send a message to the world that Maryland does not want to be part of a future where we finally begin to move beyond constantly building and expanding highways.



Not only does construction of the SCMAGLEV represent 74,000 Maryland jobs related to construction operations, it represents over 1500 permanent jobs as well as thousands more in local supporting industries, businesses, and contract opportunities. We recognize that a project of this nature is larger than just our county. It represents job opportunities, business opportunities, and community growth and development opportunities for millions along the Northeast Corridor. It represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit-oriented development. We believe that Prince George's County, and the State of Maryland should be a part of this future.

This bill is an attempt to needlessly block a potential for growth and opportunity for so many, and we ask that you submit an unfavorable report. 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 on behalf of a few to unfairly limit a potential good for many.

Sincerely,

Jerry McLaurin

A handwritten signature in black ink, appearing to read 'J McLaurin', with a long horizontal flourish extending to the right.

President

PFC Black Chamber of Commerce Inc

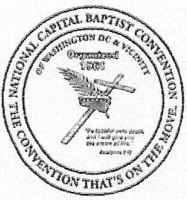
9500 Medical Center Drive, Suite 460

Largo, MD 20774

**letter.pdf**

Uploaded by: Kali FitzGibbon

Position: UNF



# NATIONAL CAPITAL BAPTIST CONVENTION, INC. OF WASHINGTON, DC & VICINITY

6239 Audubon Drive • Columbia, Maryland 21044

January 27, 2022  
The Honorable Kumar P. Barve  
Chair, House Environment and Transportation Committee MD General  
Assembly  
251 House Office Building  
6 Bladen Street  
Annapolis, MD 21401

**President**

Rev. Stephen E. Tucker  
(410) 570-4082

**Special Assistant to the President**

Sis. Joyce Milton  
(202) 492-9281

**Vice President-at-Large**

Rev. Willie T. Lawson  
(301) 399-7114

**First Vice President**

Rev. Damion M. Briggs  
(301) 974-1814

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Rev. L. K. Floyd  
(301) 875-5037

**Third Vice President**

Rev. Robin A. Toogood, II  
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(301)-518-4492

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Sis. Peggy Carter Wallace  
(301) 794-0092

**Financial Secretary**

D'ness Margaret Wildy  
(301) 523-7522

**Historian**

D'ness Taffene D. Hollingsworth  
(240) 678-5410

**Director of Music**

Rev. Christopher L. Nichols  
(240) 441-2457

**President, Congress of  
Christian Education**

Rev. Leroy Gilbert  
(202) 262-0723

**President, Associate Ministers'  
Division**

Rev. Christopher Strickland  
(202) 910-3349

**President, Laymen's  
Movement Auxiliary**

Dea. Tommie Abner  
(202) 882-2667

**President, Ministers' Wives  
& Widows Auxiliary**

Min. Sheila Lee  
(240) 353-5919

**President, Woman's Auxiliary**

D'ness Floraine E. Cunningham  
(301) 442-5834

**President, Ushers/Nurses  
Auxiliary**

Min. Steven Norris  
(240) 601-4434

RE: **HB 120** Railroad Companies - Condemnation Authority - Application  
POSITION: **OPPOSE**  
Dear Chairman Barve,

I have the distinction of serving as president of the National Capital Baptist Convention, which includes member churches in Maryland's Charles, Montgomery, and Prince George's counties, as well as the District of Columbia and Northern Virginia. Not only do I pastor residents of the DC region, but I am a homeowner in Prince George's County.

I write to you today in opposition to **House Bill 120**.

If approved by the Maryland General Assembly, the proposal would not only be harmful to the fate of the SCMAGLEV project, but it would also place severe limitations on the State to attract investment by closing off the adoption of an entire transportation technology. HB 120 is short-sighted and does not speak to the need in African American communities for employment and empowerment.

The SCMAGLEV project will generate large numbers of both permanent jobs and construction-related jobs. The project represents a huge number of career opportunities – everything from high-skilled STEM and advanced construction careers to administrative and supportive business roles. For many diverse Marylanders, this project will provide a path to a brighter future.

We are committed to working with Baltimore-Washington Rapid Rail and Northeast Maglev to make sure individuals from our region can take advantage of the opportunities. This is why our organization fully supports the project.

At NCBC, our churches are not only places of worship, but stewards of our community's welfare. The economic opportunities this project will provide are monumental, and our relationship with the project will benefit communities served by our member churches.

Proposals like HB 120 introduce risk for the SCMAGLEV project as well as any other advanced transportation initiative looking to invest in our area. The loss of this project would be a great disadvantage for many Prince Georgians and residents of other DMV communities.

So, please do not limit our access or impose roadblocks to our opportunity. Whether we will ride the train, build the infrastructure, operate the service, own businesses that contract with the developers, or have children who are inspired to enter STEM careers, this is an idea whose time has come - and we need to be involved.

For this reason, we ask that you submit an unfavorable committee report. It is in the best interest of our communities, and I believe our State and region.

Thank you for your support. Sincerely,

A handwritten signature in black ink, appearing to read "Charles W. McNeill, Jr.", written in a cursive style.

Pastor Charles W. McNeill, Jr.  
National Capital Baptist Convention of Washington, D.C. & Vicinity P.O. Box  
72  
Lanham, MD 20703

**HB 120\_MAA\_UNF.pdf**

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Position: UNF

CHAIRMAN:  
Rob Scrivener  
VICE CHAIRMAN  
Brian Russell

**MARYLAND ASPHALT ASSOCIATION**



SECRETARY:  
David Slaughter  
TREASURER:  
Jeff Graf  
PRESIDENT:  
G. Marshall Klinefelter

January 27, 2022

Delegate Kumar P. Barve, Chair  
House Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401

**RE: House Bill 120 – UNFAVORABLE – Railroad Companies – Condemnation Authority – Application**

Dear Chair Barve and Members of the House Environment and Transportation Committee:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 120 would exclude any company that owns or operates a railroad powered by a magnetic levitation propulsion system, commonly referred to as a Maglev train, from the general provisions of the Public Utilities Article of the Maryland Code authorizing a railroad company to acquire property by condemnation for use in the construction, operation, and upkeep of its roads or works.

This bill would impose a costly, burdensome, and unfair penalty specifically on Baltimore-Washington Rapid Rail, the company that operates the Baltimore-Washington Superconducting Maglev (SCMAGLEV) project. SCMAGLEV is the type of transportation project that represents stable, well-paying jobs for our workers and promotes forward-thinking, transformational transportation opportunities for millions along the Northeast Corridor. This bill is an obvious attempt to block not only a source of thousands of transportation construction jobs in Maryland, but also an environmentally friendly public good for so many.

We appreciate you taking the time to address this important issue, and we urge an unfavorable report on House Bill 120.

Thank you,

Marshall Klinefelter  
President  
Maryland Asphalt Association

**HB 120\_MTBMA\_UNF.pdf**

Uploaded by: Rachel Clark

Position: UNF



# MTBMA

MARYLAND TRANSPORTATION BUILDERS  
AND MATERIALS ASSOCIATION

January 27, 2022

Delegate Kumar P. Barve, Chair  
House Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401

**RE: House Bill 120 – UNFAVORABLE – Railroad Companies – Condemnation Authority – Application**

Dear Chair Barve and Members of the House Environment and Transportation Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 120 would exclude any company that owns or operates a railroad powered by a magnetic levitation propulsion system, commonly referred to as a Maglev train, from the general provisions of the Public Utilities Article of the Maryland Code authorizing a railroad company to acquire property by condemnation for use in the construction, operation, and upkeep of its roads or works.

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We appreciate you taking the time to address this important issue, and we urge an unfavorable report on House Bill 120.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association