



Maryland House of Delegates – Environment and Transportation

Chair: Kumar P. Barve
Vice Chair: Dana Stein

House Bill 0106 – State Finance Prohibited Appropriations Magnetic Levitation Transportation System

Position: Oppose

There is no projected state financing for the MagLev project. Construction costs will be split between the Japanese government, the Central Japan Railway and the U.S. government. Independent ridership and revenue studies validate the financial feasibility of the project, which substantiated that operating and maintenance costs are projected to be completely offset by revenues. The funding for the environmental study was supplied by the federal government through the Maglev Deployment Program, with matching funds from the private sector. If Amazon had built its second headquarters in Maryland with an \$8.5 billion public incentive legislative analysts said it would have cost state and local governments \$6.5 billion over the next 35 years in lost tax revenue and increased costs.

Baltimore Washington Rapid Rail SC MagLev has no such tax incentive, with a projected 74,000 Union construction jobs and 1500 permanent jobs. Union construction workers make an estimated 20% to 30% more than their non-union counterparts and have a benefit package that includes health care for themselves and their dependents, a defined benefit pension plan and the largest self-funded successful apprenticeship programs in MD.

We ask for an unfavorable report by the committee.
Sincerely,
Jeffrey Guido

(E) consultingbyjlg@gmail.com (C) 240-687-5195

- Electrical Workers
- Insulators
- Boilermakers
- United Association
- Roofers
- Cement Masons
- Teamsters
- Laborers
- Bricklayers
- Ironworkers
- Sheet Metal Workers
- Elevator Constructors
- Painters
- Operating Engineers
- Carpenters