



February 22, 2024

The Honorable Mark Korman, Chair
The Honorable Regina T. Boyce, Vice Chair
House Environment and Transportation Committee
251 Taylor House Office Building
6 Bladen Street
Annapolis, MD 21401

**Testimony of Victoria Leonard on
HB 170 – State Finance Prohibited Appropriations Magnetic Levitation Transportation System
Position: Oppose**

Thank you Chair Korman and Vice Chair Boyce and members of the House Environment and Transportation Committees for the opportunity to testify in opposition to HB 170.

My name is Victoria Leonard. I am here on behalf of the Baltimore-DC Building Trades (BDCBT). The BDCBT represents 28 construction trade unions across Maryland, Northern Virginia, and the District of Columbia. Combined, our trade unions represent more than 30,000 of skilled craft professionals in the construction industry.

BDCBT strongly opposes HB 170. SCMAGLEV does not include any state financing, and it doesn't need it. Construction costs will be split among the Japanese government, the Central Japan Railway, and the U.S. government. Independent ridership and revenue studies validate the financial feasibility of the project, and that operating and maintenance costs will be offset by revenues. Moreover, the environmental study was funded by the federal government through the Maglev Deployment Program, with matching funds from the private sector.

BDCBT believes that the SCMAGLEV would transform the Northeast region by reducing travel times between New York City and Washington, DC to under one hour. The first phase would connect Washington, DC and Baltimore in just 15 minutes. It would allow our nation's capital to lead the way in adopting the fastest and most advanced transportation system in the world.

At the same time, the project would provide much-needed employment opportunities, including quality union construction jobs that will create a pathway to the middle class for Baltimore-Washington area residents. According to the Draft Environmental Impact Statement (DEIS), construction of the first phase alone would result in the creation of more than 160,000 regional jobs. Another benefit is that the project would take up to 16 million cars off the road, substantially reducing congestion and improving our region's air quality.

BDCBT urges the committee to issue an unfavorable report on HB 170.

Sincerely,

Victoria Leonard

Baltimore-DC Building Trades