



February 14, 2025

Delegate Marc Korman, Chair
House Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

Delegate Ben Barnes, Chair
House Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

RE: HB 400 – UNFAVORABLE – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

Dear Chair Korman, Chair Barnes and Members of the Committees:

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 400 prohibits the State from using any appropriation for a magnetic levitation (maglev) transportation system located or to be located in the State, except for expenditures related to the salaries of personnel assigned to review permits or other forms of approval for such a transportation system.

MTBMA opposes House Bill 400 because it is a boldfaced attack on the SCMAGLEV project currently in development in the region. Maglev rail systems represent cutting-edge transportation technology. Their construction requires specialized skills and training, providing a pathway for workers to engage in innovative and technically advanced projects. If such projects are stalled or canceled, the transportation construction community might lose the opportunity to advance skills and expertise in emerging technologies. The transportation construction community thrives on large-scale projects that require extensive planning, labor, and resources. Any legislation that restricts or complicates such developments can have a ripple effect, reducing opportunities, income, and advancement potential for those in the field.

Baltimore-Washington Rapid Rail has been working hand-in-hand with over thirty federal, State, and local agencies in the years-long process being led by the Federal Railroad Administration. To layer over this established process with a blanket prohibition against any State funding would be tantamount to stopping the SCMAGLEV project and would put in question the legal framework upon which all large-scale infrastructure projects rely.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on House Bill 400.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association