

January 28, 2025

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

**RE: HB 48 – UNFAVORABLE – Railroad Companies – Condemnation Authority – Application**

Dear Chair Korman and Members of the Committee:

The Prince George's Contractors and Business Association (PGCBA) has provided strong leadership and advocacy for issues that enhance the opportunity for small, women and minority businesses to exist and grow. PGCBA was established in 1989 and has 35 years of experience in fostering small and medium-sized, women and minority businesses. Our Mission is to assure that the businesses that we represent have a fair, equitable opportunity to create wealth and employ citizens within our communities. This includes access to vehicles that provide capital and resources.

Railroads have always been given condemnation authority to ensure their ability to operate consistently and safely. During the Maryland Public Service Commission (PSC) hearings to provide Baltimore Washington Rapid Rail (BWRR) with a railroad franchise license, they received a multitude of comments supporting the franchise license with no letters or comments opposing.

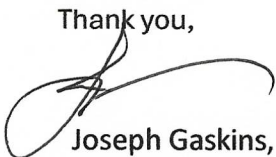
House Bill 48 would prohibit an entity that owns or operates a railroad powered by a magnetic levitation (maglev) propulsion system from any condemnation authority afforded to all other railroad companies in the State. The State of Maryland already has a process and framework in place to manage railroad franchise licenses, and their powers. Targeting and discriminating against one mode of transportation, after it has been legally reviewed and granted, is both anti-business and unwarranted.

PGCBA strongly opposes House Bill 48 because of the drastic impact this would have on the SCMAGLEV project currently in development and because the PSC order stated "The evidence in the record is sufficient to find that the transfer of the WBA franchise to facilitate the development and assist in acquiring the federal approvals necessary to build the DC - Baltimore segment of the SCMAGLEV is in the public convenience and necessity."

It is poor legislation, like this, that restricts and complicates such large infrastructure development projects which will have a ripple effect of reducing opportunities, jobs, incomes, and environmental benefits that the State sorely needs.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on House Bill 48.

Thank you,



Joseph Gaskins, President & Chairman of the Board  
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