



February 5, 2020

The Honorable Guy Guzzone
Chair, Senate Budget & Taxation Committee
MD General Assembly
3 West
Miller Senate Office Building
Annapolis, MD 21401

RE: **SB0253** State Finance and Procurement - Prohibited Appropriations - Magnetic Levitation Transportation System

POSITION: **OPPOSE**

Dear Chairman Guzzone, Vice Chair Rosapepe, and members of the committee,

As the NAACP Maryland State Conference Maglev Project Liaison, I am writing to you to express our strong opposition to **SB 253**.

Composed of 24 county branches, the NAACP Maryland State Conference represents the nation's most significant civil rights organization in the State of Maryland by serving as the primary voice of equity and justice in Annapolis. We proudly support the Baltimore-Washington SCMAGLEV project and have partnered with its developer, Baltimore-Washington Rapid Rail, because we believe it could have a game-changing impact on Maryland families.

We are working with Baltimore-Washington Rapid Rail to ensure this project will create 74,000 construction-related jobs, 1,500 permanent jobs, and above all opportunity for many in Maryland including in our most diverse communities.

SB 253 will eliminate any chance we have at achieving that goal.

While many projects have claimed to offer high-speed solutions for congestion in our region, SCMAGLEV is a demonstrated and safe technology that has been in development for more than 50 years. Tried and tested, the SCMAGLEV has already run more than 1.7 million miles and carried safely over 287,000 passengers in Japan. When fully deployed between Washington, D.C. and Baltimore the train will move millions of passengers, connecting the region like no other currently available technology.

The SCMAGLEV will also help ease traffic in our region, where we already deal with 52% of the worst highway bottlenecks in the country. Auto travel is expected to increase by 22% by 2040 and we are reaching a breaking point, not just in Maryland but throughout the Northeast Corridor.

Baltimore-Washington Rapid Rail is working with more than 30 Federal, State, and Local agencies, in support of the Environmental Impact Statement (EIS) process that is being led by the Federal Railroad Administration (FRA) and the Maryland Department of Transportation-Maryland Transit Administration (MDOT-MTA). The EIS is being prepared in compliance with the National Environmental Policy Act of 1969 (NEPA), and will evaluate many of the concerns opponents of the project have expressed.

This SCMAGLEV will provide an incredible opportunity for Maryland families, and we are excited to work with Baltimore-Washington Rapid Rail and Northeast Maglev to make it happen. Maryland has an incredible opportunity to be the place where this technology starts in the United States.

SB 253 is a misguided attempt to block that from even having a chance of happening, along with the thousands of jobs that could come with it.

Do not stand in the way of the great opportunity the SCMAGLEV represents for the State of Maryland.

Sincerely,

Robert E. Ross, President
Prince George's County Branch NAACP &
MSC NAACP Maglev Project Liaison