



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:

I am writing to outline our strong opposition to **Senate Bill 253**.

As one of the largest Chambers in Maryland and in the Washington Metropolitan region, we have earned a well-deserved reputation as a voice for growth in Prince George's County. Through our aggressive pursuit of a healthy economic climate for business and an improved quality of life for County residents, our mission is to advance the interests of business and help create wealth for a vibrant Prince George's County. This proposed legislation serves to stand against our core goals, and against our mission.

This bill aims to establish unnecessary hurdles for the sole purpose of stopping the SCMAGLEV project. The fact is that Baltimore Washington Rapid Rail is not operating in a vacuum. The company has been working hand-in-hand with over thirty Federal, State, and Local agencies in the year's long Environmental Impact Statement (EIS) process being led by the Federal Railroad Administration. The EIS is a Federal process designed for the very purposes outlined in this legislation. Advancing this bill would be duplicative at best, but more likely fatal to the single project it is designed to stop.

Not only does construction of the SCMAGLEV represent 74,000 Maryland jobs related to construction operations, it represents over 1,500 permanent jobs as well as thousands more in local supporting industries, businesses, and contract opportunities. We recognize that a project of this nature represents more than just our County. It represents job opportunities, business

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opportunities and community growth and development opportunities for millions along the Northeast Corridor. It represents a future with less pollution, traffic, and with an emphasis on clean, efficient transportation and transit oriented development. We believe that Prince George's County should be a part of this future.

This bill is an attempt to needlessly block a potential for growth and opportunity for our region and beyond, and we ask that you submit an unfavorable report. We recommend that the Maryland Legislature let the normal regulatory and legal processes in place work unimpeded, and not set a precedent by using legislation on behalf of a few to unfairly limit a potential good for many.

Sincerely,

David C. Harrington  
President and Chief Executive Officer