



MARYLAND ASPHALT ASSOCIATION



Delegate Kumar Barve, Chair
Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

Delegate Maggie McIntosh, Chair
Appropriations Committee
121 House Office Building
Annapolis, MD 21401

February 12, 2021

RE: HB 63 – UNFAVORABLE – State Finance – Prohibited Appropriations – Magnetic Levitation Transportation System

Dear Members of the House Environment and Transportation and Appropriations Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) and the Maryland Asphalt Association (“MAA”) collectively represent tens of thousands of Marylanders who operate in the areas of transportation construction, production and engineering. Together, for nearly 100 years these organizations have served as the voice of the transportation construction industry. The mission of both MTBMA and MAA is to encourage, develop, and protect 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 also advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

The SCMaglev project is the type of transportation project that not only represents jobs for our workers, but represents forward thinking, a cleaner environment, and transformational opportunities for millions along the Northeast Corridor. This legislation is a solution in search of a problem. It is an attempt to block, not only a potential source of thousands of transportation construction jobs, but a potential source of opportunity and public good for so many.

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 prohibition for “any public or private company that receives money from state from authorizing a permit or any other form of approval for Maglev in the state” would be tantamount to stopping the SCMAGLEV project and put in question the legal framework upon which all large-scale infrastructure projects rely.

We thank you for your time and consideration of this bill and we ask for an UNFAVORABLE report on HB 63.

Sincerely,

Michael Sakata
President & CEO, MTBMA

Marshall Klinefelter
President, MAA