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MARYLAND PUBLIC ON BOARD WITH MAGLEV.

*Poll Reveals Strong Support for High-Speed Rail Between Washington and Baltimore;
"We Must Get Serious About Taking This Project to the Next Level."*

ANNAPOLIS, MD (March 12, 2025) - As Marylanders remain mired in traffic congestion ranked among the nation's worst and relegated to aging roads and transit lines that are increasingly unsafe, a new statewide poll reveals commanding support for a 311 MPH high-speed line that would connect Washington with Baltimore in just 15 minutes.

By a 67-18 margin, poll respondents expressed support for *Northeast Maglev* - a superconducting magnetic levitation train that is modeled upon the famed Japanese "bullet train" that operates between Tokyo and Osaka. The poll of 500 likely voters was conducted by Lake Research Partners from January 8-13 and has a 4.4 percent margin of error.

"This poll emphatically confirms that, as we approach the middle of the 21st century, Marylanders are ready for something far better than a failing 20th century transportation system," said Northeast Maglev Chairman Wayne Rogers. Northeast Maglev, which commissioned the poll, is a private, Maryland based and US-owned company that is managing the project's transportation planning process. "By making it possible to travel between Washington and Baltimore in 15 minutes, and between Washington and New York is just one-hour, Northeast Maglev will transform our state's economy and make Maryland an even more ideal place to live and work."

The Northeast Maglev, when completed and open for use, will be the first magnetic levitation train ("maglev") system in the United States. It will use the technology already approved and operating in Japan. Unlike traditional rail lines, it is not powered by overhead wires or by a "third rail" adjacent to the rails of the track. Rather, it relies upon superconducting magnets and electromagnetic coils to levitate and propel the train. By eliminating friction between the train and the track, this technology will allow the Northeast Maglev to cruise at speeds up to 311 miles per hour, making it one of the fastest trains in the world.

According to the poll, support for Northeast Maglev crosses demographic and regional lines:

- **Men and women support Northeast Maglev at virtually identical margins.** Sixty-eight percent of women and 65 percent of men support the project, while only 18 percent of men and 17 percent of women are opposed.

- **Voters of all age groups enthusiastically support Northeast Maglev.** Polled voters under 50 showed the highest margin overall support (70 percent support, 43 strong support and 18 opposed). Voters aged 50-64 expressed the highest degree of “strong support” (67 percent support, 54 strong support, 18 opposed), while 60 percent of voters above 65 support the project and only 17 are opposed.
- **Northeast Maglev enjoys strong support across racial lines,** with 76 percent of Black voters, 72 percent of people of color and 62 percent of White voters voicing support.
- **Support for Northeast Maglev is virtually identical across Maryland’s metropolitan regions.** 76 percent of Baltimore-area voters supported Northeast Maglev, with 48 percent supporting the project strongly, compared with 72 and 52 percent of Washington regional voters, respectively.

“The numbers are stunningly positive for Northeast Maglev,” said Daniel Gotoff and McCauley Pugh of Lake Research Partners. “The strong public support for the Northeast Maglev is especially impressive given that many voters have not heard of the project recently. A majority of those who have heard something recently say that what they’ve heard has made them feel more favorable toward the project.”

The poll was commissioned as [Maryland's traffic congestion](#) remains among the nation’s worst and its [transportation infrastructure continues to age and deteriorate](#). Studies have confirmed that in addition to relieving congestion on the state’s roads and highways, the Northeast Maglev project will create 74,000 construction jobs in Maryland and another 1,500 permanent jobs each year. Construction of the project would add \$6.5 billion to our state’s economy, with ongoing operations expected to generate another \$268 million annually. The project will not be funded with state taxpayer money, but rather with private investment, foreign direct investment/loans, and federal transportation loans.

The Northeast Maglev project remains in the planning and review process that is required by the federal National Environmental Policy Act (NEPA). The Federal Railroad Administration (FRA) and the Maryland Department of Transportation developed a Draft Environmental Impact Statement that examines the social, economic and environmental impacts of the various, proposed alternatives.

Rogers predicted that Marylanders will grow even more supportive of the Northeast Maglev proposal once the details of the project and its extraordinary benefits become more widely known.

“The positive effects this revolutionary project will have upon the daily lives of Maryland families are hard to overstate,” said Rogers. “If we are truly serious about making Maryland the best state in the nation to live, work and grow a business, we must get serious about taking this project to the next level.”