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**MAGLEV GATHERS MOMENTUM.**

*High-Speed Rail Gains Popularity with Maryland Voters;  
Receives Crucial Support from Governor Moore.*

ANNAPOLIS, MD (April 16, 2025) - Days after Governor Wes Moore traveled aboard a Japanese magnetic levitation train and expressed his support for the project, the company working to bring high-speed rail to Maryland underscored the project's strong popularity with voters across the state.

A recent statewide poll showed that, by a 67-18 margin, likely voters expressed support for a superconducting magnetic levitation (Maglev) train, modeled after the one ridden by Governor Moore. The poll of 500 likely voters was commissioned by Northeast Maglev, the Maryland-based company that is overseeing the transportation planning process in the United States, and conducted by Lake Research Partners from January 8-13. The poll has a 4.4 percent margin of error.

"We are thrilled that Governor Wes Moore, having experienced firsthand the speed, safety and capabilities of Super Conducting Maglev (SCMAGLEV) train, recognizes its potential to transform the Maryland economy and forever change the way we live and travel," said Northeast Maglev President and COO Bill Scott. "It is for these very same reasons that the overwhelming majority of Marylanders want this project to proceed."

**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. When completed and open for ridership, Northeast Maglev will transport passengers between Washington, DC and Baltimore in 15 minutes, and eventually between Washington, DC and New York City in one hour.

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.

Studies have confirmed that in addition to relieving congestion on the state’s roads and highways, the Northeast Maglev project will create 123,000 construction related jobs years and 38,000 in professional services in Maryland and another 1,500 permanent jobs once operational. Construction of the project would add \$8.8 billion in employee earnings 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/grants.

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 proposed alternatives.

Results from the [Northeast Maglev Poll](#) are linked for review, and the poll’s crosstabs are available upon request.