



**Mayor and Council of Rockville**  
**HB 1249 – I-495 & I-270 Public – Private- Partnership Agreement**  
**Requirements (MDOT Promises Act of 2020)**  
**SUPPORT**

Good afternoon, Chairman Barve and members of the House Environment and Transportation Committee. I'm Councilmember Monique Ashton and I am honored to be here today in representation of the Rockville Mayor and Council, who strongly support HB 1249 – I-495 & I-270 – Public-Private Partnership. The Rockville Mayor and Council thank Delegate Korman for his leadership.

Rockville will be THE most impacted municipality under the plans to widen I-270. The project abuts nine neighborhoods and traverses the heart of our great city. Two Rockville bridges over I-270, that have no current access to I-270, are proposed to provide ramps to the toll lanes. The potential impacts related to property loss, disruption of existing commuter patterns, and significantly increased noise and environmental pollution, could be devastating.

MDOT is forging ahead on a massive project that will impact our community for decades, while refusing to disclose critical information related to traffic data, environmental and financial impacts, and procurement. HB 1249 addresses these problems by adding protections for impacted communities and Maryland taxpayers. We strongly support the bill's requirement for a public private partnership agreement (P3) that:

- guarantees that all forms of public transit can use the toll lanes;
- requires at least 10% of toll revenues from the P3 to be used for transit projects in accordance with MOUs with governing bodies of the counties where the facilities are located;
- prohibits MDOT from submitting a contract to the Board of Public Works until an Environmental Impact Statement that complies with NEPA is available;
- requires a public hearing in the County where the toll facility is located for any toll adjustments;
- requires MDOT to share origin and destination data, and traffic and revenue model data; and
- requires MDOT and MTA to complete a Monorail Feasibility study.

HB 1249 would significantly improve the outcome of the the I-495& I-270 project by including transit, sharing critical project details with the public, and prohibiting a contract award until the vendor can justify the positive economic, environmental, and health benefits. Most importantly, it puts the full force of State law behind the promises that the Administration made to secure a favorable vote by the Comptroller and support from the County Executive. For these reasons, we urge the Committee to provide HB 1249 with a favorable report and forward it to the House floor for a vote.