



March 5, 2020

John M. Kane

Testifying on behalf of Citizens 4 Traffic Relief

Against **HB 1424 – Public-Private Partnerships - Process and Oversight**

**Sponsored by:** Delegates [Solomon](#), [Barron](#), [Carr](#), [Dumais](#), [Feldmark](#), [Korman](#), [Love](#), and [Stein](#)

For the record, I am John Kane and am testifying on behalf of Citizens 4 Traffic Relief.

HB1424 is a thinly disguised attempt to void the P3 Statute and unfortunately sends the message to everyone that we're not serious about fixing our congestion issues.

This bill undercuts the P3 process in several specific ways that would undermine the very structure of the P3 solicitation and approval process.

1. The requirement that environmental (EIS) studies be complete before pre-solicitation needlessly adds 1-2 years to the P3 approval process, and it is not consistent with best practices from around the country. Moreover, Federal agencies now advise states to do these studies concurrently. The current P3 approach already requires completion of an EIS study before any contracts for a P3 are approved anyway. This requirement is not necessary.
2. Requiring additional review by the legislature, in addition to the Board of Public Works, is not necessary, runs counter to the intent of the P3 Statute, would destroy investor confidence, and is a surefire recipe for gridlock and delay.
3. Passing this bill now, while MDOT is in the midst of an open procurement process, sends exactly the wrong message: That Maryland is not a reliable investment partner and that Maryland is in fact, closed for business.
4. For these reasons, we urge an unfavorable vote.

John M. Kane

Citizens 4 Traffic Relief