



**TESTIMONY FOR SB0843**  
**I-495 and I-270 PUBLIC-PRIVATE PARTNERSHIP – PARTNERSHIP AGREEMENT –**  
**REQUIREMENTS (MARYLAND DEPARTMENT OF TRANSPORTATION PROMISES**  
**ACT)**

**Bill Sponsor:** Senator Benson

**Committee:** Budget and Tax

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** FAVORABLE

I am submitting this testimony in favor of SB0843 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists, and our Coalition supports well over 30,000 members.

Larry Hogan promised that we wouldn't pay for the widening of I-495 and I-270. We didn't believe that any more than we believed that Mexico would pay for the wall. We didn't like the idea of widening I-495 and I-270 and our eyes were certainly wide open about who would pay. Both the wall and the interstate widening are 18<sup>th</sup> century solutions to 21<sup>st</sup> century problems. Not surprisingly, we are now at a point where we need to clearly articulate what we expect going forward.

This bill will seek to put some limits around what is happening with the public-private partnership. It will prohibit the Board of Public Works from approving any public-private partnership agreement for the interstate widening unless the agreement states that at least 10% of any toll revenue remaining after construction costs will go to a special fund that will be used only for transit projects in accordance with an MOU between the Department of Transportation and the counties where the toll facilities are located.

It will also require that no state funds be used to acquire land for the project until the Board of Public Works approves the public-private partnership agreement except for option payments for the reservation of the purchase of land. Finally, it prohibits the Board of Public Works from approving any agreements that expend additional state funds for the program beyond what is allocated in the Consolidated Transportation Program as of October 1, 2021 and specifically prohibits the Department of Transportation from submitting a contract to the Board of Public Works until a final environmental impact statement is available.

As Maryland taxpayers, we have been failed by the Governor and by the Department of Transportation, and by the Board of Public Works, which the Governor sits on. We are tired of the irresponsible

mismanagement of tax dollars on frivolous transportation projects that have no real analysis behind them and just seek to make third parties rich at our expense. We need to reign this in. We support this bill and recommend a **FAVORABLE** report in committee.