



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

August 10, 2021

Board of Public Works
Louis L. Goldstein Treasury Building
Calvert St.
Annapolis, MD 21401

Dear Governor Hogan, Comptroller Franchot, and Treasurer Kopp:

We write regarding Item 10-GM and Item 11-GM on the agenda for the Board of Public Works' (BPW) August 11, 2021 meeting involving the I-495 and I-270 Public Private Partnership (P3) Program. We ask that the BPW reject these items until the Maryland Department of Transportation (MDOT) provides sufficient information for the BPW, stakeholders, and the public. Included with this cover letter is a recent letter signed in total by 78 members of the Maryland General Assembly to the Transportation Planning Board, urging that body to reject the I-495 and I-270 P3 during their recent July meeting.

Last month, we wrote to the TPB expressing our concerns over the lack of regional consensus for this project, the failure of MDOT to study more sustainable and less destructive alternatives, failure to properly account for dramatically changing and expanded telework policies, and the negative impact on climate change and the local environment. We continue to have those concerns while also expressing additional concerns to you as our state's fiscal watchdogs.

We are troubled by the lack of transparency and a rush to push the project forward before all of the facts about the P3 agreement and project are known. For the following three reasons we believe you should reject the items:

1. Two years ago, MDOT promised to provide a value for money analysis comparing the financing of this P3 proposal versus traditional public financing. That analysis has never been released. The private sector is financing this project with revenue from Maryland drivers and we need to know if we're getting a good deal.
2. Earlier this spring, the Treasurer's Office requested additional funding to engage the state's bond counsel and financial consultant to provide expert analysis of the predevelopment agreement. Because that funding was denied, that proper review has never been completed.
3. Finally, after significantly altering the original project plan, MDOT is required to issue an updated Supplemental Draft Environmental Impact Statement (EIS) which, along with significant public comment, will greatly influence the final EIS. With so much of the draft still in flux, we believe it to be most prudent to wait until those reviews are complete for a full understanding of the likely impacts.

Please exercise your role as stewards of taxpayer dollars to rigorously scrutinize this proposed agreement and project and reject these items.

Thank you for your consideration.

Sincerely,

Handwritten signature of Marc Korman in black ink.

Delegate Marc Korman

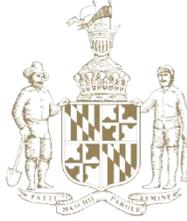
Handwritten signature of Senator Will Smith in black ink.

Senator Will Smith

Handwritten signature of Jared Solomon in blue ink.

Delegate Jared Solomon

Attached: General Assembly Letter to TPB



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

July 20, 2021

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chair Allen and Members of the Transportation Planning Board:

We write to urge the Transportation Planning Board (TPB) to stand by its vote to remove the I-495/I-270 P3 project from the region's long-range transportation plan. This specific project does not enjoy a regional consensus, is strongly opposed by the local governments that the project would most impact, and fails to move the region forward on environmental justice.

Since the proposal to add private toll lanes was announced, affected local jurisdictions have sought alternative measures to address congestion. But their recommendations have been dismissed, and the Maryland Department of Transportation (MDOT) failed to study more sustainable and less destructive alternatives in its Draft Environmental Impact Statement. In a June 25 [letter](#) to MDOT and the Federal Highway Administration, the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated its concerns, including the absence of a meaningful transit component and inadequate consideration of environmental justice concerns. Additionally, M-NCPPC has been critical of the design as it would increase traffic on local roads.

The vote to remove the project from the transportation plan is also consistent with the Biden administration's emphasis on addressing climate change and environmental justice. Transit is a necessary component of climate-friendly congestion relief. But, investment in transit also ensures that our transportation system serves a broader range of needs in a more equitable way. According to the Pew Charitable Trust, lower-income, Black, and Hispanic communities are more likely to use public transportation regularly. A significant investment in transportation along the I-495/I-270 corridor must serve the needs of these communities as well.

Finally, the pandemic has changed attitudes towards telework. The federal government is poised to expand telework opportunities for its workforce, and the Maryland General Assembly recently passed legislation to encourage telework by the private sector and State and local governments.

The project should not proceed until we understand the impact of telework on future travel patterns.

Through its vote to remove this project, the TPB took an important step to reduce greenhouse gas emissions and achieve climate change goals in the region's transportation sector. We urge the members of the TPB to stand by these commitments and to vote to confirm the decision to remove the I-495/I-270 project from the long-range transportation plan.

Sincerely,

Senator	Pamela	Beidle
Senator	Jill P.	Carter
Senator	Sarah	Elfreth
Senator	Shelly	Hettleman
Senator	Michael	Jackson
Senator	Cheryl	Kagan
Senator	Delores	Kelley
Senator	Ben	Kramer
Senator	Susan	Lee
Senator	Paul	Pinsky
Senator	Jim	Rosapepe
Senator	Will	Smith
Senator	Charles	Sydnor
Senator	Jeff	Waldstreicher
Senator	Mary	Washington
Senator	Ron	Young

Delegate	Gabriel	Acevero
Delegate	Vanessa	Atterbeary
Delegate	Heather	Bagnall
Delegate	Daryl	Barnes
Delegate	Ben	Barnes
Delegate	Sandy	Bartlett
Delegate	Kumar	Barve
Delegate	Lisa	Belcastro
Delegate	Regina T.	Boyce
Delegate	Tony	Bridges
Delegate	Benjamin	Brooks
Delegate	Jon	Cardin
Delegate	Al	Carr
Delegate	Mark	Chang
Delegate	Lorig	Charkoudian
Delegate	Nick	Charles
Delegate	Charlotte	Crutchfield
Delegate	Bonnie	Cullison
Delegate	Debra	Davis

Delegate	Eric	Ebersole
Delegate	Jessica	Feldmark
Delegate	Diana	Fennell
Delegate	Wanika	Fisher
Delegate	Cathi	Forbes
Delegate	Anne	Healey
Delegate	Shaneka	Henson
Delegate	Julian	Ivey
Delegate	Steve	Johnson
Delegate	Rachel	Jones
Delegate	Ariana	Kelly
Delegate	Kenneth	Kerr
Delegate	Mary	Lehman
Delegate	Jazz	Lewis
Delegate	Robbyn	Lewis
Delegate	Karen	Lewis Young
Delegate	Brooke	Lierman
Delegate	Sara	Love
Delegate	Eric	Luedtke
Delegate	Maggie	McIntosh
Delegate	David	Moon
Delegate	Julie	Palakovich Carr
Delegate	Joseline	Peña-Melnyk
Delegate	Shane	Pendergrass
Delegate	Susie	Proctor
Delegate	Kirill	Reznik
Delegate	Mike	Rogers
Delegate	Sheila	Ruth
Delegate	Emily	Shetty
Delegate	Stephanie	Smith
Delegate	Jared	Solomon
Delegate	Dana	Stein
Delegate	Vaughn	Stewart
Delegate	Jen	Terrasa
Delegate	Veronica	Turner
Delegate	Geraldine	Valentino-Smith
Delegate	Alonzo	Washington
Delegate	Courtney	Watson
Delegate	Ron	Watson
Delegate	Jheanelle	Wilkins
Delegate	Nicole	Williams
Delegate	Pat	Young