

TESTIMONY OF ROB WINDLEY ON BEHALF OF THE
SUBURBAN MARYLAND TRANSPORTATION ALLIANCE
IN OPPOSITION TO HB 394

MARCH 3, 2020

MARYLAND HOUSE ENVIRONMENT AND TRANSPORTATION
COMMITTEE

Mr. Chairman, for the record, my name is Rob Windley, and I'm grateful to be here today on behalf of the Suburban Maryland Transportation Alliance (SMTA) to testify in opposition to HB 394.

Under this bill, any public board, public body, or public official could not locate or construct a road without the activity being referred to and approved by the Maryland-National Capital Park and Planning Commission.

This bill is yet another thinly disguised attempt to do away with the Maryland Traffic Relief Plan, which would solve the traffic congestion that has plagued our region for decades.

Not only does this bill showcase the fact that the Commission has no real desire or intent to work with MDOT on the Traffic Relief Plan, but what it doesn't say in the text of the bill is also alarming: Similar to house bills 292 and 258, this bill, if it became law, could ultimately deny Frederick County the benefits of a state project, since that county is not part of the Commission.

In other words, when it comes to the Maryland Traffic Relief Plan, Frederick County--under this bill--would be at the complete mercy of the Maryland-National Capital Park and Planning Commission.

Good governance is when bills are passed and policy is created that solve real problems and give us all a fair shot.

HB 394 does the opposite. It would create more beaurocratic red tape and put neighboring counties on unequal playing fields. It's not fair, not logical, and not good for our communities. It is simply bad policy.

I thank the Committe for this opportunity and ask the members to vote "NO" on HB 394.