



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
James F. Ports, Jr.  
Secretary

March 10, 2022

The Honorable C.T. Wilson  
Chairman, House Economic Matters Committee  
231 House Office Building  
Annapolis, MD 21401

**Re: Letter of Information – House Bill 171 – Climate Crisis and Environmental Justice Act**

Dear Chairman Wilson and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 171 but offers the following information for the Committee's consideration.

House Bill 171 revises the State greenhouse gas (GHG) emissions reduction goal to achieve 60% reduction over 2006 levels by 2030 and 100% reduction from 2006 levels by 2040. In addition, it proposes that, after 2040, Statewide GHG emissions shall be net negative, accelerating our net-zero target by a decade. This timeline may be difficult to achieve, given the need to coordinate with various stakeholders to reduce emissions by 20% more than was previously targeted in the next eight years.

House Bill 171 also establishes a Climate Crisis Initiative within the Maryland Department of the Environment, which provides for the establishment of GHG reduction goals, a Climate Crisis Council (CCC), assessment of GHG pollution fees, etc. The CCC does not include a representative from MDOT nor does it identify an expert in the field of transportation as a member, although language in House Bill 171 includes fees associated with transportation fuels.

House Bill 171 also includes language on GHG pollution fees but does not necessarily clarify who is responsible for paying the GHG pollution fee.

MDOT also requests clarification of the fee not being passed through as a direct cost to the end user of a fossil fuel, as several of MDOT's Transportation Business Units (TBUs) might be subject to the fees. This is contrary to not passing the direct cost to the end user, since it calls out the reduction in the amount of driving by private vehicles. This fee structure also seems contrary to existing law and imposing a new fee on the suppliers could negatively impact Statewide fuel supplies and impact commercial aviation services.

The Maryland Department of Transportation respectfully requests the Committee carefully consider this information when deliberating House Bill 171.

Respectfully submitted,

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