

February 11, 2025

The Honorable Ben Barnes  
Chair, House Appropriations Committee  
120 Taylor House Office Building  
Annapolis MD 21401

***RE: Letter of Support with Amendments – House Bill 84 – Transportation and Climate Alignment Act of 2025***

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) supports the intent of House Bill 84 to more closely align Maryland’s transportation investments and climate goals and looks forward to supporting the bill with amendments. Transportation is a significant contributor to greenhouse gases in the State and the Maryland Climate Solutions Now Act requires reductions from the transportation sector. The Moore-Miller Administration is committed to meeting the state’s climate goals while growing the economy and meeting Marylanders’ transportation needs. MDOT believes House Bill 84 can help us accomplish these goals.

As introduced, House Bill 84 requires MDOT to evaluate the major highway expansion projects for their impacts on vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) and to develop and implement a corresponding multimodal transportation program to offset any increases in VMT and GHG due to corridor capacity expansion. The bill also requires MDOT to evaluate its full portfolio of major expansion projects in the Consolidated Transportation Plan (CTP) for total impacts on VMT and GHGs and, to the maximum extent practicable and subject to appropriations, to fund projects and programs that offset any impacts such that the total impact of the expansion portfolio reduces GHG emissions to be in line with reductions identified as needed from the transportation sector in the State’s Carbon Pollution Reduction Plan. Finally, the Bill directs MDOT to create the technical capacity and internal processes to carry out the work including updating the Maryland Statewide Transportation Model.

Since last session, MDOT has worked collaboratively with the bill sponsors and environmental partners to identify an approach that balances environmental goals, statewide transportation needs, and implementation considerations. While this approach is not wholly represented in the bill before the Committee today, MDOT understands that the sponsor will introduce amendments consistent with these discussions. MDOT supports the bill with the sponsor’s amendments.

MDOT believes that the overall approach to addressing GHG emissions from the transportation sector outlined in House Bill 84 is reasonable and that the amended bill strengthens these approaches by clarifying the legislation’s scope and improving implementation as MDOT

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considers major projects and its overall investments in the CTP. MDOT looks forward to working with the Committee to discuss these amendments as we seek a course that moves the State forward towards its economic, transportation, and environmental goals.

Respectfully submitted,

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