



**Committee:** Budget and Taxation  
**Testimony on:** HB0084 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)  
**Organization:** Maryland Legislative Coalition Climate Justice Wing  
**Submitting:** Deborah A. Cohn  
**Position:** Favorable  
**Hearing Date:** March 27, 2025

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of HB0084. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of nearly 30 grassroots and professional organizations, urges you to vote favorably on HB0084.

Last Session’s Transportation and Climate Alignment Act was designed to align the state’s transportation plan with its climate goals. For nearly six months Del. Edelson, transit and environmental advocates, and the Maryland Department of Transportation (MDOT) worked to integrate those goals into MDOT’s process for developing its Consolidated Transportation Plan. HB0084 reflects those discussions to bring the bill sponsors, MDOT and advocates on board, thus making it a stronger and more compelling bill this year.

HB0084 would require MDOT, as part of most major (*i.e.*, over \$100 million) highway expansion projects, to model a project’s increases in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and concurrently implement a multimodal transportation program which would ensure that net GHG emissions are zero or negative. The bill prioritizes locating GHG emission offsetting projects in communities most affected by the project.

Second, starting in FY 2027-2032 Consolidated Transportation Program (CTP) and thereafter, HB0084 requires MDOT to annually evaluate all major capital projects in the CTP for their combined impact on GHG emissions and vehicle miles traveled (VMT). If the net impact of these projects increases GHG emissions, MDOT would be required to fund offsetting multimodal projects to ensure that net GHG emissions are zero or negative.

Importantly, *to the maximum extent practicable and subject to appropriations*, the CTP must fund mitigating activities to make the overall plan *more* consistent with MDOT’s GHG reduction goals under its 2023 Climate Pollution Reduction Plan. That plan recognized that state goals could not be met by vehicle electrification alone but would also require a 20% reduction in VMT. To that end, the bill requires MDOT to set annual state and regional declining GHG emissions targets that, along with greater numbers of zero emissions vehicles, would achieve the State’s Pollution Reduction Plan goals in the road subcategory.

Mitigating multimodal transportation projects include, *inter alia*, investments in transit, transit-oriented development, parking reductions, telecommuting, biking, walking and solar energy

generation on MDOT controlled property. HB0084 prioritizes locating multimodal projects in areas in or near communities impacted by the project, particularly overburdened or underserved communities. Thus, the multimodal projects are designed both to divert traffic off of highly congested roadways and increase more affordable transportation options to reduce the burden on Maryland residents most adversely impacted by air and noise pollution from major highways in their neighborhoods.

State budgets are tight. MDOT's Climate Pollution Reduction Plan already includes costs to decarbonize the transportation sector and made clear that reducing VMT by 20% was necessary to achieve its carbon reduction goals. HB0084 does not introduce additional costs. It merely reallocates those costs. By requiring that major highway capital expansion projects not increase GHG emissions, the bill effectively requires redesign of these projects, reducing their scope and redirecting the savings to multimodal projects. Moreover, HB0084 does not prescribe any particular modeling tool, the U.S. Department of Transportation (DOT) has offered a free or low-cost modeling tool with user support, and MDOT has already agreed to use DOT's best practices for modeling GHG emissions and VMT.

Transportation is the second largest expense for most Americans after housing. Marylanders are looking to government to lower their monthly bills and give them more low-cost transportation options. In a recent poll of Maryland residents, 88 percent of respondents throughout said they would support the state investing in more projects to give people more choices to get to work, school and other destinations. HB0084 addresses those needs. Based on results from bills enacted in Colorado and Minnesota in 2021 and 2023, respectively, a bill that gives states flexibility to determine how best to use investments in multimodal programs to eliminate net increases in GHG emissions from state major highway capacity expansion projects works. Expanding affordable transportation options reduces congestion and time stalled in traffic by taking more vehicles off roads, and reduces vehicle costs<sup>1</sup> and air pollution and improve health.<sup>2</sup>

The Transportation and Climate Alignment Act may provide MDOT more flexibility in reducing GHG emissions than some would prefer, but taken as a whole, HB0084 includes significant MDOT commitments beyond last year's bill. While concerns were not resolved in time to allow HB0084 to cover major Maryland Transportation Authority (MDTA) projects, these issues can be addressed next year in time to cover FY2027 projects.

For these reasons, we support HB0084 and request a FAVORABLE report in committee.

350MoCo

Adat Shalom Climate Action

Cedar Lane Unitarian Universalist Church Environmental Justice Ministry

Chesapeake Earth Holders

Chesapeake Physicians for Social Responsibility

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<sup>1</sup> <https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/>

<sup>2</sup> Id., Map shows that by achieving the 20% reduction in VMT included in MDOT's Climate Reduction Plan, average household savings would decrease by \$3,271 per year, with 171 fewer annual crash fatalities, 1,251 fewer annual deaths resulting from improved air quality and physical activity and total GHGe emissions savings from 2024-2050 of 16 million metric tons CO2-e.

Climate Parents of Prince George's  
Climate Reality Project  
ClimateXChange – Rebuild Maryland Coalition  
Coming Clean Network, Union of Concerned Scientists  
DoTheMostGood Montgomery County  
Echotopia  
Elders Climate Action  
Fix Maryland Rail  
Glen Echo Heights Mobilization  
Greenbelt Climate Action Network  
HoCoClimateAction  
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