

March 27, 2025

The Honorable Guy Guzzone  
Chair, Budget and Tax Committee  
3 West Miller Senate Office Building  
Annapolis, MD 21401

**RE: Letter of Support – House Bill 84 – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)**

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) supports the amended House Bill 84, as it works to more closely align Maryland's transportation investments and climate goals. 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 amended, HB 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. This approach is represented in the bill as it passed the House 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 considers major projects and its overall investments in the CTP. For these reasons, MDOT requests that the Committee provide HB 84 a favorable report.

Respectfully submitted,

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