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March 31, 2026

The Honorable Marc Korman  
Chair, Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, Maryland 21401

***RE: Letter of Support – Senate Bill 149 – Vehicle Laws – Heavy Weight Port Corridor Permits – Regulations***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter in support of Senate Bill 149.

SB 149 amends Transportation Article § 24-113.3 by repealing the requirement that MDOT promulgate regulations when making changes to the routes designated for travel under the heavy weight port corridor permit.

The State Highway Administration (SHA) administers the heavy weight port corridor permit, which authorizes overweight vehicles carrying manifested international freight in sealed, seagoing containers to travel on specified routes from the Port of Baltimore’s Seagirt Marine Terminal as designated by the MDOT Secretary. Under current law, SHA must promulgate emergency regulations when route changes for the heavy weight port corridor permit are needed due to road or bridge repairs, closures, or other anticipated or unanticipated restrictions, leading to lengthy delays in the delivery and movement of freight from the Port of Baltimore.

SB 149 removes the requirement for the promulgation of emergency regulations for these urgent and necessary route changes to the heavy weight port corridor permit. If enacted, route changes will be efficiently addressed by SHA’s Maryland One Permit Routing System, which readily addresses and responds to changes in roadway conditions and new routes.

The Maryland Port Administration (MPA) works hard to accomplish its mission to stimulate the flow of waterborne commerce through Maryland’s ports. The Port of Baltimore is an economic engine and critical international gateway that connects the region to global suppliers and markets. The ability of the State to address necessary route changes expeditiously and continue to move containerized cargo on existing highway infrastructure will bolster freight movement and economic activity in and around the Port of Baltimore.

While this bill allows SHA the flexibility to make necessary route changes where feasible, it will not override any truck route restrictions or prohibitions.

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MDOT respectfully requests the Committee consider this information and issue Senate Bill 149 a favorable report.

Respectfully submitted,

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