

HOUSE BILL 84

R1, M3

5lr1602

(PRE-FILED)

By: **Delegate Edelson**

Requested: November 1, 2024

Introduced and read first time: January 8, 2025

Assigned to: Appropriations and Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Transportation – Major Highway Capacity Expansion Projects and Impact**
3 **Assessments**
4 **(Transportation and Climate Alignment Act of 2025)**

5 FOR the purpose of requiring the Department of Transportation, as part of the planning
6 and implementation of certain major highway expansion projects to develop and
7 implement a corresponding multimodal transportation program; requiring the
8 Department beginning with the Consolidated Transportation Program to evaluate
9 certain major capital projects for their impact on greenhouse gas emissions and
10 vehicle miles traveled; requiring, under certain circumstances, the Department to
11 fund offsetting activities to reduce certain project or program impacts on greenhouse
12 gas emissions and vehicle miles traveled; requiring the Secretary of Transportation
13 to perform certain capacity expansion impact assessments; requiring the
14 Department and the State Highway Administration to issue a certain report before
15 proceeding to the final project planning phase for certain projects; and generally
16 relating to the planning and development of certain transportation projects.

17 BY adding to
18 Article – Transportation
19 Section 2–901 through 2–905 to be under the new subtitle “Subtitle 9. Major
20 Highway Capacity Expansion Projects”
21 Annotated Code of Maryland
22 (2020 Replacement Volume and 2024 Supplement)

23 BY repealing and reenacting, with amendments,
24 Article – Transportation
25 Section 8–102
26 Annotated Code of Maryland
27 (2020 Replacement Volume and 2024 Supplement)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Transportation

SUBTITLE 9. MAJOR HIGHWAY CAPACITY EXPANSION PROJECTS.

2–901.

(A) IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS
INDICATED.

(B) “CARBON DIOXIDE EQUIVALENT” MEANS THE MEASUREMENT OF A
GIVEN WEIGHT OF A GREENHOUSE GAS THAT HAS THE SAME GLOBAL WARMING
POTENTIAL, MEASURED OVER A SPECIFIED PERIOD OF TIME, AS 1 METRIC TON OF
CARBON DIOXIDE.

(C) “GREENHOUSE GAS” INCLUDES CARBON DIOXIDE, METHANE, NITROUS
OXIDE, HYDROFLUOROCARBONS, PERFLUOROCARBONS, AND SULFUR
HEXAFLUORIDE.

(D) “GREENHOUSE GAS EMISSIONS” MEANS EMISSIONS OF GREENHOUSE
GASES IN THE STATE, MEASURED IN METRIC TONS OF CARBON DIOXIDE
EQUIVALENTS.

(E) “IMPACT ASSESSMENT” MEANS AN ASSESSMENT OF A PROJECT’S OR
PROGRAM’S IMPACT ON GREENHOUSE GAS EMISSIONS AND VEHICLE MILES
TRAVELED.

(F) “INDUCED DEMAND” MEANS THE VOLUME OF TRAFFIC THAT IS DRAWN
TO A NEW OR EXPANDED ROAD BY PROVIDING ADDITIONAL CAPACITY, INCLUDING
FROM:

(1) TRIPS DIVERTED FROM OTHER ROUTES;

(2) DISCRETIONARY TRIPS THAT MAY NOT HAVE BEEN MADE
WITHOUT IMPROVEMENT; AND

(3) IMPROVED ACCESS TO EMPLOYMENT AND OTHER ACTIVITY
LOCATION CHOICES.

(G) “MAJOR CAPITAL PROJECT” HAS THE MEANING STATED IN § 2–103.1 OF
THIS TITLE.

1 **(H) “MAJOR HIGHWAY CAPACITY EXPANSION PROJECT” MEANS A MAJOR**
2 **CAPITAL PROJECT THAT:**

3 **(1) THROUGH ALL PHASES INCREASES HIGHWAY CAPACITY**
4 **THROUGH NEW HIGHWAY LANES OR EXTENDED HIGHWAY LANES; AND**

5 **(2) HAS A TOTAL COST FOR ALL PHASES THAT EXCEEDS \$5,000,000.**

6 **(I) “OVERBURDENED COMMUNITY” HAS THE MEANING STATED IN § 1-701**
7 **OF THE ENVIRONMENT ARTICLE.**

8 **(J) “UNDERSERVED COMMUNITY” HAS THE MEANING STATED IN § 1-701 OF**
9 **THE ENVIRONMENT ARTICLE.**

10 **(K) “VEHICLE MILES TRAVELED PER CAPITA” MEANS THE TOTAL NUMBER**
11 **OF ON-ROAD MILES TRAVELED BY VEHICLES IN A GEOGRAPHIC REGION OVER A**
12 **1-YEAR PERIOD DIVIDED BY THE POPULATION IN THAT REGION.**

13 **2-902.**

14 **THIS SUBTITLE DOES NOT APPLY TO A MAJOR HIGHWAY CAPACITY EXPANSION**
15 **PROJECT THAT ON OR BEFORE JUNE 30, 2025, WAS:**

16 **(1) A PART OF THE STATEWIDE TRANSPORTATION IMPROVEMENT**
17 **PROGRAM; OR**

18 **(2) FUNDED FOR CONSTRUCTION IN THE CONSOLIDATED**
19 **TRANSPORTATION PROGRAM.**

20 **2-903.**

21 **(A) AS PART OF THE PLANNING AND IMPLEMENTATION OF A MAJOR**
22 **HIGHWAY EXPANSION PROJECT, THE DEPARTMENT SHALL DEVELOP AND**
23 **IMPLEMENT A CORRESPONDING MULTIMODAL TRANSPORTATION PROGRAM FOR**
24 **THE PROPOSED HIGHWAY CORRIDOR EXPANSION.**

25 **(B) (1) DURING DEVELOPMENT OF THE MAJOR HIGHWAY CAPACITY**
26 **EXPANSION PROJECT, THE MULTIMODAL TRANSPORTATION PROGRAM REQUIRED**
27 **UNDER SUBSECTION (A) OF THIS SECTION SHALL IDENTIFY INVESTMENTS IN**
28 **TRANSIT, TRANSIT-ORIENTED DEVELOPMENT, TRANSPORTATION DEMAND**
29 **MANAGEMENT, PEDESTRIAN AND BICYCLE FACILITIES, LAND USE CHANGES, AND**
30 **OTHER MEASURES TO OFFSET THE INCREASE IN VEHICLE MILES TRAVELED**
31 **ASSOCIATED WITH THE PROJECT.**

(2) THE PROGRAM SHALL FOCUS ON AREAS IN THE FOLLOWING ORDER OF PRIORITY:

(I) OVERBURDENED COMMUNITIES AND UNDERSERVED COMMUNITIES IMPACTED BY THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT;

(II) AREAS WITHIN OR ASSOCIATED WITH AT LEAST ONE OF THE COMMUNITIES IMPACTED BY THE PROJECT;

(III) OVERBURDENED COMMUNITIES AND UNDERSERVED COMMUNITIES ACROSS THE STATE;

(IV) OVERBURDENED COMMUNITIES AND UNDERSERVED COMMUNITIES IN THE REGION IN WHICH THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT IS LOCATED; AND

(V) BENEFITS TO THE ENTIRE STATE.

(C) (1) THE MULTIMODAL TRANSPORTATION PROGRAM SHALL OFFSET THE VEHICLE MILES TRAVELED ASSOCIATED WITH THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT.

(2) THE NET VEHICLE MILES TRAVELED FROM THE PROJECT AND ITS ASSOCIATED MULTIMODAL TRANSPORTATION PROGRAM SHALL EQUAL ZERO OR A NUMBER LESS THAN ZERO.

(D) THE DEPARTMENT SHALL CONSIDER BOTH THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT AND THE MULTIMODAL TRANSPORTATION OFFSET PROGRAM AS PART OF ITS EVALUATION OF THE PROJECT UNDER § 2-103.7 OF THIS TITLE.

(E) THE DEPARTMENT SHALL FUND ELEMENTS OF THE MULTIMODAL TRANSPORTATION PROGRAM CONCURRENTLY WITH FUNDING FOR THE CONSTRUCTION OF THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT.

2-904.

(A) (1) BEGINNING WITH THE CONSOLIDATED TRANSPORTATION PROGRAM FOR FISCAL YEAR 2027 THROUGH FISCAL YEAR 2032 AND IN EACH ANNUAL RELEASE THEREAFTER, THE DEPARTMENT SHALL EVALUATE MAJOR CAPITAL PROJECTS INCLUDED IN THE CONSOLIDATED TRANSPORTATION PROGRAM FOR THEIR IMPACT ON:

1 (I) GREENHOUSE GAS EMISSIONS; AND

2 (II) VEHICLE MILES TRAVELED PER CAPITA.

3 (2) IF THE NET IMPACT OF A MAJOR CAPITAL PROJECT IS AN
4 INCREASE IN GREENHOUSE GAS EMISSIONS, THE STATE SHALL FUND OFFSETTING
5 ACTIVITIES TO REDUCE THE NET GREENHOUSE GAS EMISSIONS TO ZERO OR A
6 NUMBER LESS THAN ZERO.

7 (3) THE EVALUATION REQUIRED UNDER PARAGRAPH (1) OF THIS
8 SUBSECTION SHALL BE PUBLISHED FOR THE DRAFT CONSOLIDATED
9 TRANSPORTATION PROGRAM BY OCTOBER 1 EACH YEAR, AND WITH THE FINAL
10 CONSOLIDATED TRANSPORTATION PROGRAM EACH YEAR.

11 (B) (1) BEGINNING WITH THE CONSOLIDATED TRANSPORTATION
12 PROGRAM FOR FISCAL YEAR 2027 THROUGH FISCAL YEAR 2032 AND IN EACH
13 ANNUAL RELEASE THEREAFTER, THE DEPARTMENT SHALL ACHIEVE, TO THE
14 MAXIMUM EXTENT PRACTICABLE AND SUBJECT TO THE STATE BUDGET, A PROGRAM
15 WHOSE IMPACT ON GREENHOUSE GAS EMISSIONS IS CONSISTENT WITH, AND MAKES
16 PROGRESS TOWARD ACHIEVING GREENHOUSE GAS REDUCTION TARGETS
17 CONSISTENT WITH THE STATE'S CARBON POLLUTION REDUCTION PLAN OVER THE
18 CONSOLIDATED TRANSPORTATION PROGRAM PERIOD.

19 (2) THE DEPARTMENT MAY FUND OFFSETTING ACTIVITIES TO MAKE
20 THE CONSOLIDATED TRANSPORTATION PROGRAM MORE CONSISTENT WITH THE
21 GREENHOUSE GAS EMISSION REDUCTION GOALS UNDER THE STATE'S CARBON
22 POLLUTION REDUCTION PLAN OR TO INCREASE PROGRESS TOWARD THOSE GOALS.

23 (C) THE OFFSETTING ACTIVITIES REQUIRED UNDER SUBSECTIONS (A) AND
24 (B) OF THIS SECTION ARE ACTIVITIES THAT:

25 (1) DEMONSTRABLY CREATE CONSISTENT, LONG-TERM REDUCTIONS
26 IN GREENHOUSE GAS EMISSIONS OR VEHICLE MILES TRAVELED;

27 (2) PRIORITIZE OVERBURDENED AND UNDERSERVED COMMUNITIES;
28 AND

29 (3) INCLUDE:

30 (I) PARKING REDUCTION INITIATIVES;

31 (II) ACTIVE TRANSPORTATION;

(III) TRANSPORTATION DEMAND MANAGEMENT STRATEGIES;

(IV) LOW-TRAVEL-DEMAND COMMERCIAL AND RESIDENTIAL
DEVELOPMENT AND OTHER LAND USE CHANGES;

(V) ROADWAY PRICING;

(VI) TELECOMMUTING;

(VII) PUBLIC TRANSIT SERVICE IMPROVEMENTS AND
EXPANSION;

(VIII) MICRO-MOBILITY;

(IX) ACCESSIBLE TRANSPORTATION IMPROVEMENTS THAT
COMPLY WITH THE AMERICANS WITH DISABILITIES ACT;

(X) ALTERNATIVE ENERGY GENERATION; AND

(XI) OTHER ACTIVITIES IDENTIFIED BY THE DEPARTMENT OR
THE U.S. DEPARTMENT OF TRANSPORTATION TO REDUCE TRANSPORTATION
EMISSIONS.

(D) TO ACHIEVE THE REQUIREMENTS UNDER THIS SECTION, THE
DEPARTMENT SHALL SET ANNUAL DECLINING GREENHOUSE GAS EMISSION
REDUCTION TARGETS THAT INCORPORATE ASSUMPTIONS ABOUT THE USE OF
ELECTRIC VEHICLES IN THE STATE.

(E) IN EVALUATING THE CONSOLIDATED TRANSPORTATION PROGRAM'S
IMPACT ON GREENHOUSE GAS EMISSIONS AND VEHICLE MILES TRAVELED, THE
DEPARTMENT SHALL:

(1) ESTABLISH THE BASELINE TOTAL GREENHOUSE GAS EMISSIONS
ATTRIBUTABLE TO SURFACE TRANSPORTATION IN THE STATE FOR THE
CONSOLIDATED TRANSPORTATION PROGRAM PERIOD;

(2) CONSIDER THE DIRECT AND INDUCED DEMAND IMPACTS OF
HIGHWAY CAPACITY EXPANSION PROJECTS AND TRANSIT CAPITAL PROJECTS ON
VEHICLE MILES TRAVELED PER CAPITA AND GREENHOUSE GAS EMISSIONS;

(3) CONSIDER THE DIRECT BENEFITS OF INVESTMENTS IN:

1 (I) TRANSIT OPERATIONS, INCLUDING LOCALLY OPERATED
2 TRANSIT SYSTEMS;

3 (II) TRANSIT-ORIENTED DEVELOPMENT AND
4 TRANSPORTATION DEMAND MANAGEMENT, INCLUDING LAND DEVELOPMENT
5 DESIGNED TO REDUCED TRAVEL DEMAND;

6 (III) PEDESTRIAN AND BICYCLE INFRASTRUCTURE;

7 (IV) ELECTRIFICATION OF STATE VEHICLES;

8 (V) VEHICLE CHARGING INFRASTRUCTURE; AND

9 (VI) ALTERNATIVE ENERGY GENERATION; AND

10 (4) COMPARE THE PROJECTED GREENHOUSE GAS EMISSIONS TO THE
11 TARGET EMISSIONS ESTABLISHED IN SUBSECTION (C) OF THIS SECTION TO
12 DETERMINE WHETHER THE CONSOLIDATED TRANSPORTATION PROGRAM
13 ACHIEVES THE EMISSIONS TARGETS.

14 (F) IN EVALUATING WHETHER THE CONSOLIDATED TRANSPORTATION
15 PROGRAM MEETS GREENHOUSE GAS EMISSION GOALS, THE DEPARTMENT MAY NOT
16 CONSIDER STATE OF GOOD REPAIR ACTIVITIES AND ACTIVITIES THAT ARE SOLELY
17 FOR SYSTEM PRESERVATION.

18 2-905.

19 (A) THE SECRETARY SHALL:

20 (1) ESTABLISH A PROCESS TO PERFORM CAPACITY EXPANSION
21 IMPACT ASSESSMENTS;

22 (2) REQUIRE THE USE OF AN IMPACT ASSESSMENT IN THE
23 DETERMINATIONS REQUIRED UNDER §§ 2-903 AND 2-904 OF THIS SUBTITLE; AND

24 (3) IMPLEMENT THE REQUIREMENTS UNDER THIS SECTION,
25 INCLUDING BY ESTABLISHING:

26 (I) ANY NECESSARY POLICIES, PROCEDURES, MANUALS, AND
27 TECHNICAL SPECIFICATIONS;

(II) PROCEDURES TO PERFORM AN IMPACT ASSESSMENT THAT PROVIDES FOR THE DETERMINATIONS REQUIRED UNDER §§ 2-902 AND 2-903 OF THIS SUBTITLE;

(III) CRITERIA FOR IDENTIFICATION OF A CAPACITY EXPANSION PROJECT; AND

(IV) RELATED DATA REPORTING FROM LOCAL UNITS OF GOVERNMENT ON LOCAL MULTIMODAL TRANSPORTATION SYSTEMS AND LOCAL PROJECT IMPACTS ON GREENHOUSE GAS EMISSIONS AND VEHICLE MILES TRAVELED.

(B) AN ANALYSIS UNDER A CAPACITY EXPANSION IMPACT ASSESSMENT SHALL INCLUDE ESTIMATES RESULTING FROM A PROJECT OR PORTFOLIO OF PROJECTS FOR THE FOLLOWING:

(1) GREENHOUSE GAS EMISSIONS OVER A PERIOD OF 20 YEARS;

(2) A NET CHANGE IN VEHICLE MILES TRAVELED FOR THE AFFECTED NETWORK; AND

(3) IMPACTS TO STATE HIGHWAYS AND RELATED IMPACTS TO LOCAL ROAD SYSTEMS, ON A LOCAL, REGIONAL, OR STATEWIDE BASIS AS APPROPRIATE.

(C) THE ANALYSIS AND ESTIMATES SPECIFIED UNDER SUBSECTION (B) OF THIS SECTION SHALL BE DETERMINED USING THE BEST AVAILABLE DATA AND MODELING TOOLS, SUCH AS:

(1) THE NATIONAL CENTER FOR SUSTAINABLE TRANSPORTATION'S INDUCED TRAVEL CALCULATOR;

(2) THE STATE HIGHWAY INDUCED FREQUENCY OF TRAVEL CALCULATOR;

(3) THE CAMBRIDGE SYSTEMATICS TRANSPORTATION EFFICIENCY AND CARBON REDUCTION TOOL; OR

(4) ANY OTHER IMPACT ASSESSMENT TOOL USED FOR MEASURING INDUCED DEMAND FOR GRADE SEPARATION PROJECTS.

(D) IN FISCAL YEAR 2025, THE DEPARTMENT SHALL ALLOCATE FUNDING FOR THE IMPLEMENTATION AND DEVELOPMENT OF STATEWIDE AND REGIONAL TRAVEL DEMAND MODELING RELATED TO THE REQUIREMENTS OF THIS SECTION,

1 INCLUDING INDUCED DEMAND AND LAND USE EFFECTS FROM TRANSPORTATION
2 INVESTMENTS.

3 8–102.

4 (a) It is the policy of this title to promote an efficient and economical
5 transportation system.

6 (b) The Department [of Transportation] and the [State Highway] Administration
7 may not proceed to the final project planning phase unless it has been determined that the
8 objective of the proposed project cannot be reasonably achieved through:

9 (1) Improvements in highway maintenance and safety;

10 (2) Projects that modify existing highways but provide for minimal
11 relocation or new highway construction; and

12 (3) Improvements in, or adoption of, transit alternatives, including mass
13 transit alternatives.

14 (C) THE DEPARTMENT AND THE ADMINISTRATION SHALL ISSUE A REPORT
15 PRIOR TO PROCEEDING TO THE FINAL PROJECT PLANNING PHASE THAT
16 DOCUMENTS:

17 (1) THE EVALUATION OF THE ALTERNATIVES IDENTIFIED IN
18 SUBSECTION (B) OF THIS SECTION; OR

19 (2) A DETERMINATION THROUGH OTHER REQUIRED PLANNING
20 DOCUMENTS.

21 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
22 1, 2025.