



March 4, 2020

**Delegate Kumar Barve, Chairman**  
**Committee: Environment & Transportation**  
**Testimony on: HB 1526 --Transportation Carbon Reduction Fund – Establishment**  
**Position: Favorable**  
**Hearing Date: March 5, 2020**

Hon. Kumar Barve:

On behalf of the Labor Network for Sustainability (LNS), we write in support of HB 1526.

As has been oft-stated, the transportation sector is the largest source of climate disrupting pollutants in Maryland and accounts for 29% of greenhouse gas emissions nationally. In addition, gasoline fueled vehicles emit other harmful pollutants that adversely affect our health, especially that of our children. At the same time, our state's transportation system is in need of a major upgrade. Low-income communities—especially communities of color—are the most reliant on public transportation but too often have the least access to it.

The Transportation and Climate Initiative (TCI) provides an opportunity to curb greenhouse gas emissions from the transportation sector **and** promote transit equity. But, that opportunity will only be realized if we are intentional about where and how TCI revenues are directed.

HB 1526 will help ensure success by requiring that all TCI revenues be placed in a “lockbox” and only be used to finance projects related to TCI goals. We support the bill's prohibition on using revenues for administrative expenses and only for projects supplemental in nature. These protections will help the state maximize the co-benefits of TCI—improving and expanding public transportation, electrifying our bus fleets, directing resources to communities and individuals most in need. Our current highway-centric system has left many behind and a transition away from fossil fuels will adversely affect many employees and small businesspeople. The bill's protections are a necessary first step to mapping out a comprehensive transportation infrastructure plan whose aims include equity and the creation of new high quality jobs in the state especially for those adversely impacted by the current fossil-fueled transit and those who will suffer from the transition away from it.

We also strongly support the bill's provisions calling for greater public input about spending recommendations, including the creation of a workgroup and community advisory sub-committee. TCI's goals must include spending recommendations directed toward disadvantaged communities and workers overburdened by transportation pollution and inadequate access to transit.

For these reasons, we urge the Committee to issue a favorable report on this legislation.

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