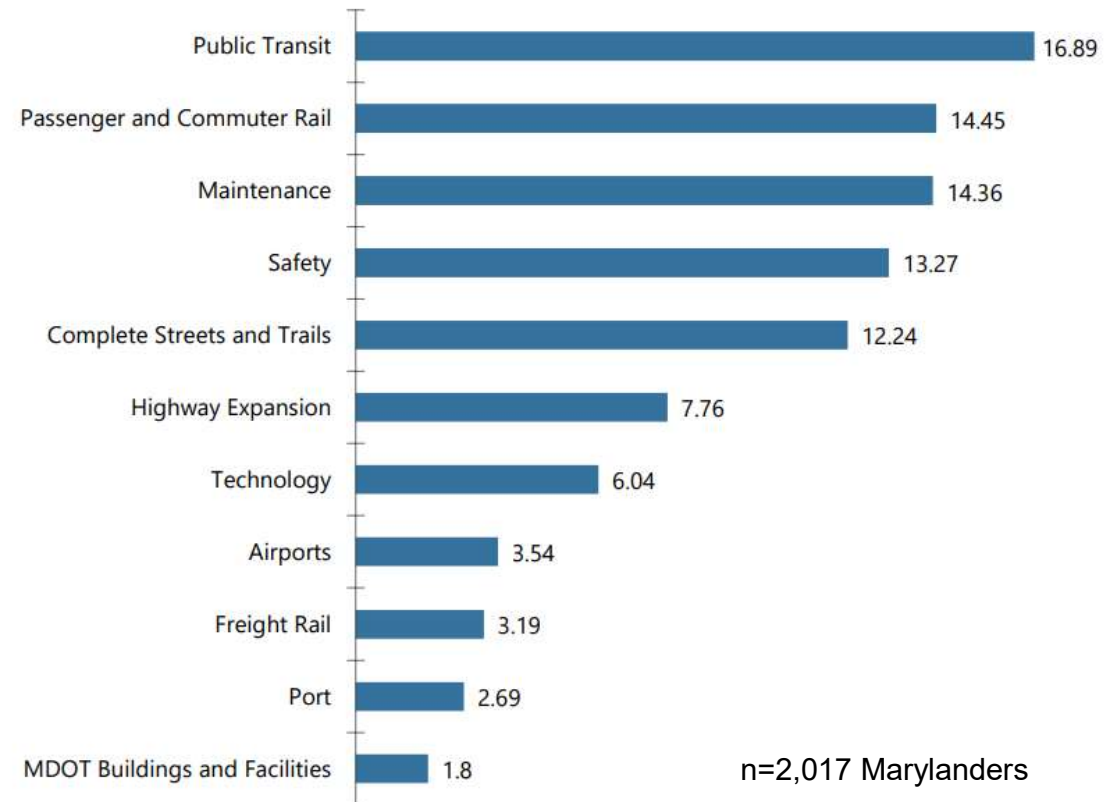


MDOT Poll: When asked how to allocate budget, Marylanders picked clean & affordable options

- **40%**
multimodal
 - Public transit, rail, & complete streets & trails
- **7% new roads**
 - highway expansion

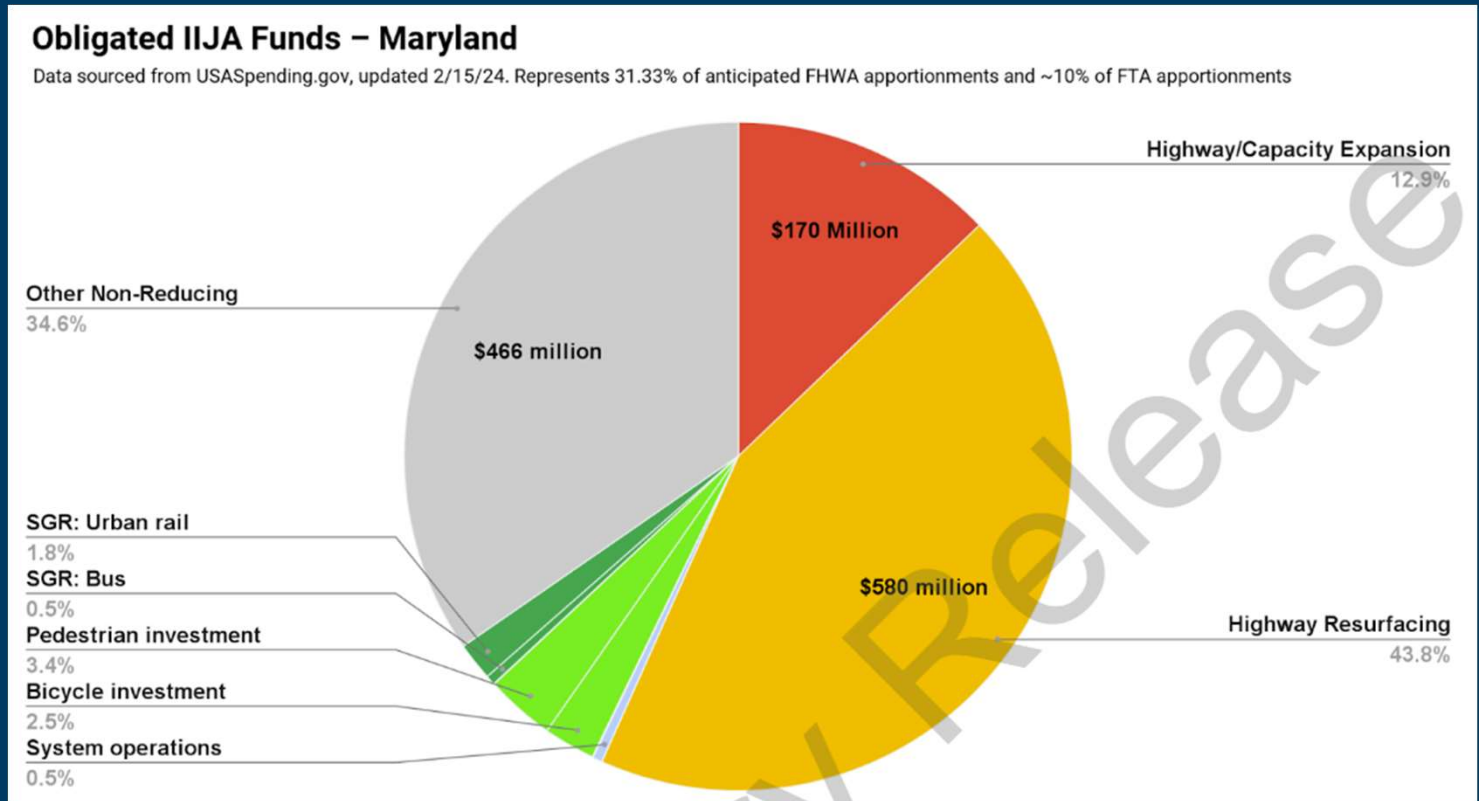
Figure 6: All Inputs Average Bar Chart



Source: 2023 MD Governor's Attainment Report Advisory Committee Summary Report

Reality: MDOT mostly spending IJA on highways, will cause 35,337 MT net GHG pollution increase vs. BAU

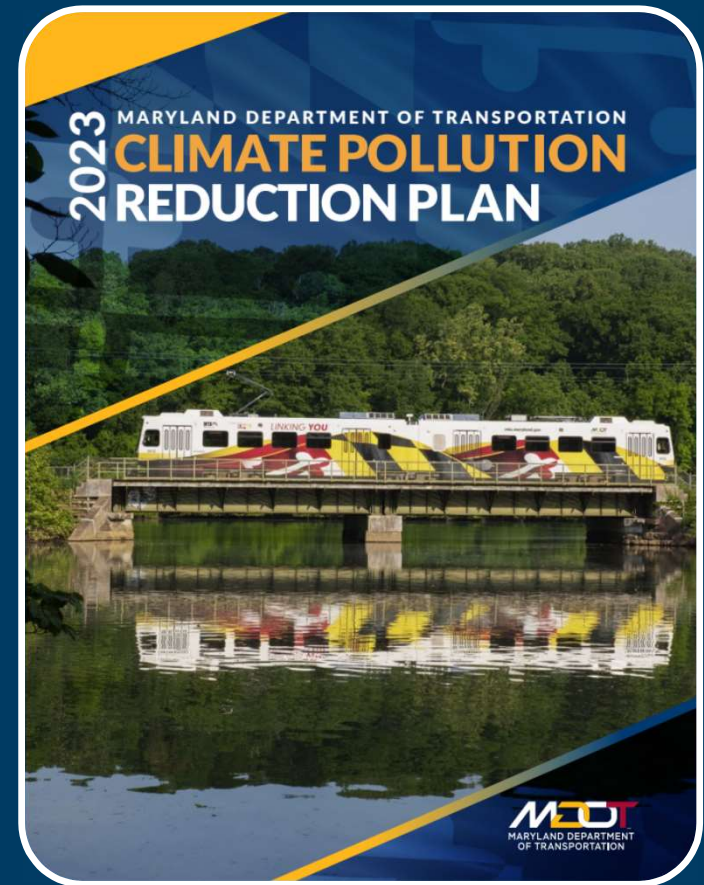
- 9% multimodal
 - Public transit, rail, & complete streets & trails
- 13% new roads
 - highway expansion



Source: 2024 Transportation for America, Preliminary Results, Bipartisan Infrastructure Law Spending Report – Maryland. Submitted to Committee

Maryland *not* on track to meet CSNA goals

- Transportation is #1 source climate pollution in MD
- Current transport strategies will fail 2031 climate targets
- **20% VMT reduction** needed in addition to electrification



Source: 2023 MDOT Climate Pollution Reduction Plan

MDOT: investment shift needed to achieve CSNA & VMT targets

COMMITTED STRATEGIES AND POLICIES

Standards & Current VMT Growth (SCVG)

7.63 mmt CO₂e*



**25% Below
2006 Emissions**

Note: Accounting for SAFE Rollback leads to an estimated 2.17 mmt CO₂e reduction, or 25% below 2006 emissions.

Strategies in Progress (SP)

5.26 mmt CO₂e*



**41.9% Below
2006 Emissions**

Potential New Initiatives (PNI)

**2.201 to 3.934
mmt CO₂e***



**41.9% to 54.8%
Below 2006 Emissions**



Shifted or Additional Cost Needed:
\$21.73B to \$33.93B

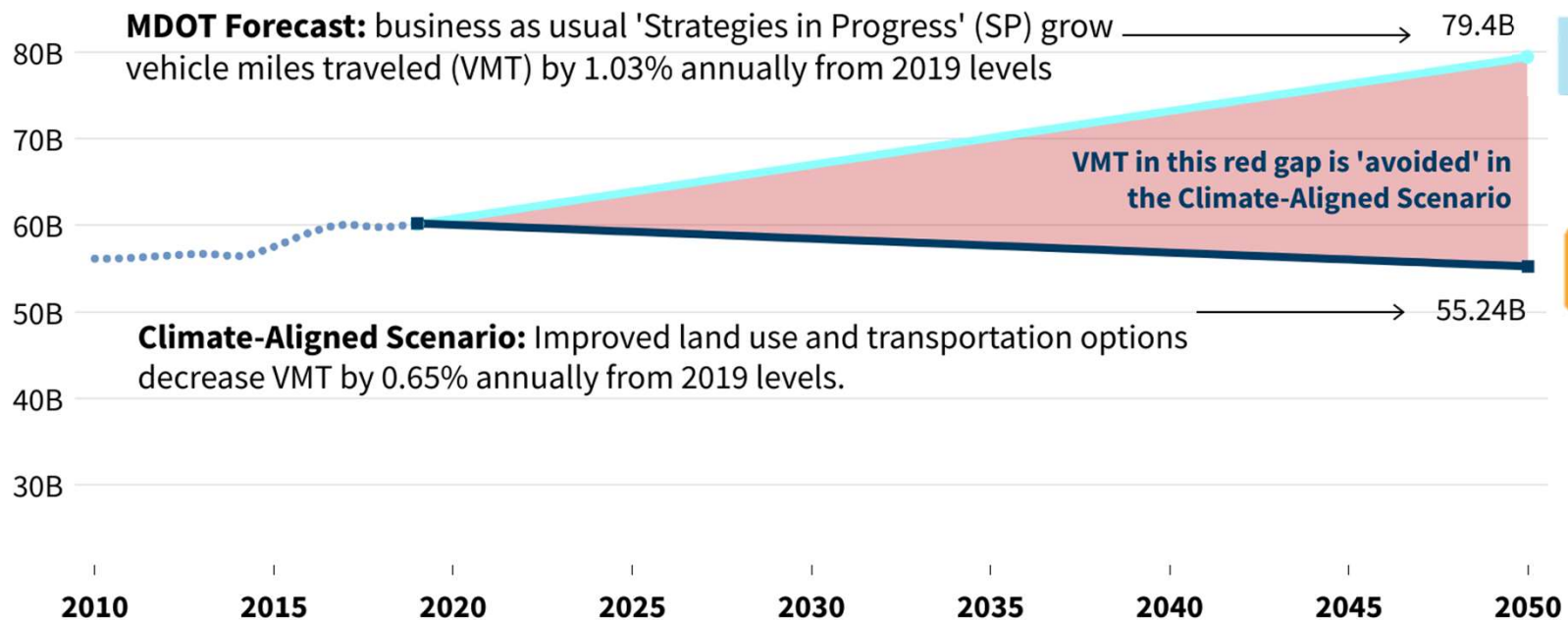
* million metric tons of carbon dioxide equivalent (mmt CO₂e)

Source: 2023 MDOT Climate Pollution Reduction Plan

What would the **benefits** be if Maryland achieved MDOT's VMT goal?

Vehicle Miles Traveled, Maryland

● Historic ● MDOT Forecast ■ Climate-Aligned

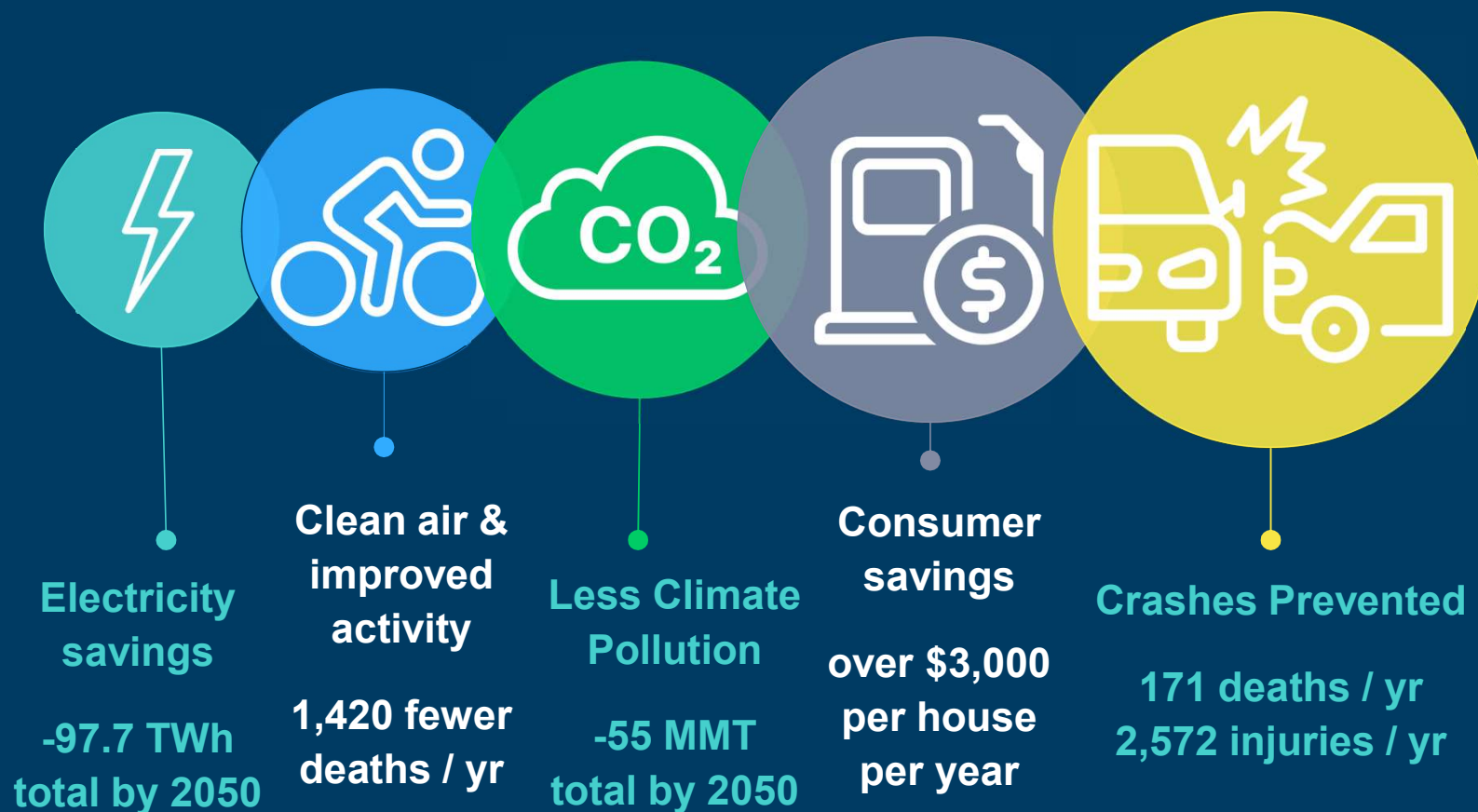


Strategies in Progress (SP)

20% VMT per capita reduction



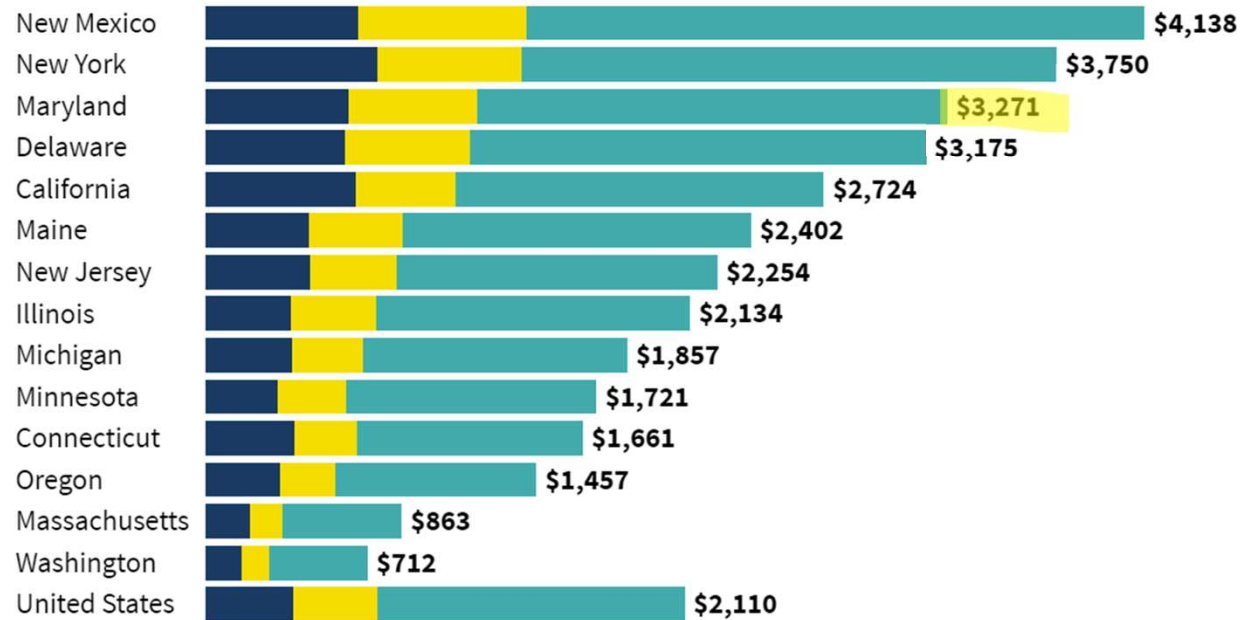
RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050



RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050

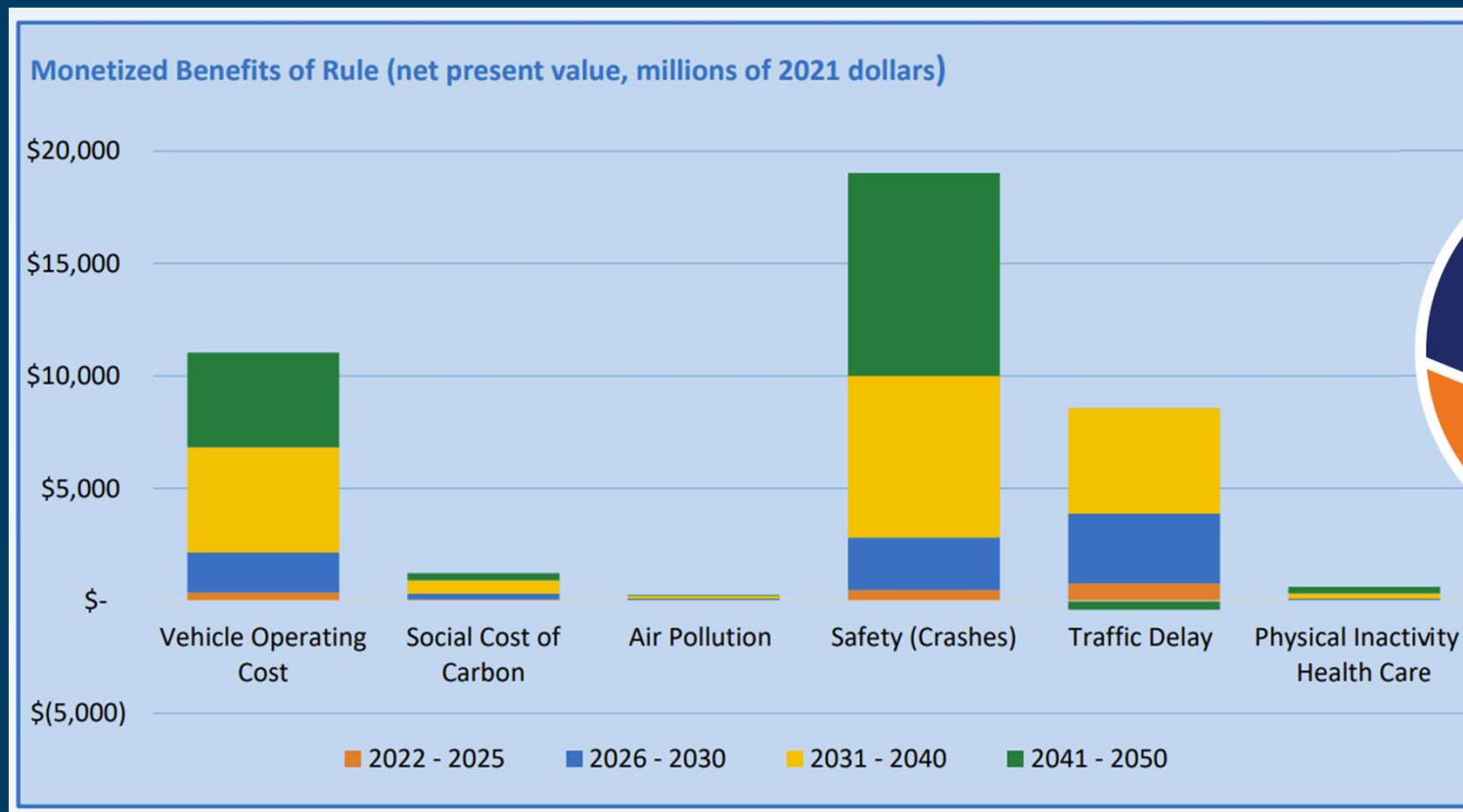
Average annual household savings from a 20% per-capita VMT reduction in select US states

Fuel savings Vehicle maintenance savings Avoided depreciation



Results assume a mid-growth EV scenario and use state-provided VMT forecasts, where available

Colorado DOT: similar GHG policy expected to unlock **\$40 billion in net benefit** by 2050



Source: 2021 CDOT "Colorado's Pollution Reduction Planning Standards: A Model To Account for Greenhouse Gas Pollution Impacts of Planning Choices in the Built Environment"

Colorado DOT: achieved GHG targets by prioritizing clean & affordable transport choices

- 5 Bus Rapid Transit Corridors
- Bike, walk, & transit network funding (\$900m)
- More TOD and Smart Growth

Compliance Category	GHG Mitigation Strategies	Estimated 2030 GHG reduction (metric tons)	Share of GHG target
Updated 2050 transportation plan, modified projects, and revised model assumptions – 80% of 2030 Target	- Less highway widening (I-25 Central, C-470, etc), - Complete 5 Bus Rapid Transit (BRT) corridors, - Add \$900 million in multimodal (transit, bike, ped), - Updated telework model assumption to 25%, - Updated land use model assumption (more infill development than anticipated in 2019)	680,000	79.4%
Additional Programmatic Investment ("off-model" strategies) – 9% of 2030 Target	Additional signal timing	50,000	5.8%
	Increased Bustang service within DRCOG area	3,000	0.4%
	Pedestrian Facilities, Complete Streets retrofits	20,000	2.3%
Mitigation Action Plan (voluntary land use and parking management strategies) – 11% of 2030 Target	Increase residential density	13,548	1.6%
	Increase job density	2,309	0.3%
	Mixed-use TOD (high intensity)	8,588	1.0%
	Mixed-use TOD (moderate intensity)	18,397	2.1%
	Reduce or eliminate parking requirements and set low maximum levels (residential)	37,750	4.4%
	Reduce or eliminate parking requirements and set moderate maximum levels (residential)	18,332	2.1%
	Reduce or eliminate parking requirements and set maximum levels (commercial)	4,373	0.5%
	Adopt local Complete Streets standards	369	0%
Total		856,666	100%

Source: 2021 CDOT