

Transportation & Climate Alignment Act - Senate St

Uploaded by: Barbara Coufal

Position: FAV

**Testimony by Citizens Against Beltway Expansion
In Support of the Transportation and Climate Alignment Act of 2024 (SB 681)
Senate Finance Committee
February 28, 2024
Barbara Coufal, Chair
P.O. Box 3593, Silver Spring, MD 20918**

On behalf of Citizens Against Beltway Expansion (CABE), a grassroots community organization, thank you for the opportunity to submit this statement in support of the Transportation and Climate Alignment Act of 2024 (SB 681). DontWiden270.org joins CABE in submitting this statement.

The requirements of SB 681 are necessary to enable the State to achieve its climate goals. By focusing on the transportation sector, the bill sets out to tackle the largest source of greenhouse gas emissions. According to Maryland’s Climate Pollution Reduction Plan, transportation accounts for 35% of greenhouse gas (GHG) emissions, with 82% of these emissions coming from on-road vehicles powered by gasoline or diesel. As stated in the plan, “Reducing projected traffic on Maryland’s roads is crucial to reducing GHG emissions from the transportation sector.” To address this need, the plan sets a goal of reducing Vehicle Miles Traveled (VMT) per capita by 20% by 2050.

Decades of studies show that widening roads induces more driving. Requiring that changes in GHG emissions and VMT be measured for proposed major highway expansions and that these impacts be mitigated are steps necessary to translate the State’s climate goals into results.

SB 681 includes a comprehensive list of mitigation measures to address the impact of highway expansions. In particular, transit expansion and improved transit service are options that would address the needs of underserved communities. Latino and Asian workers are twice as likely as white workers not to have a vehicle at home. Black workers are three times as likely.¹ Expanding transit and improving transit services provides more options for all workers.

Including telework programs and the expansion of broadband access as mitigation measures would reduce climate pollution while effectively addressing traffic congestion. Based on the experience during the pandemic, the Maryland Transportation Institute testified that just a 5% reduction in vehicles reduced congestion by 32% to 58% on local

¹ Demos. (2017) [To Move is to Thrive: Public Transit and Economic Opportunity for People of Color](#), page 6.

freeways. A 15% reduction eliminated nearly all bottlenecks.² Increasing telework would be an effective component of a mitigation plan.

SB 681 is critical to enabling the State to meet its climate goals. We urge the Committee to report it favorably.

² DePuyt, B. (August 4, 2020). [Analysts: More Telework, Change in Habits Could Dramatically Ease Congestion](#). *Maryland Matters*.

SB0681WrayTestimony.pdf

Uploaded by: Brendan Wray

Position: FAV

SB 681: Transportation and Climate Alignment Act of 2024
Senate Finance Committee
Brendan Wray—FAVORABLE

February 28, 2024

Chair Beidle and Committee Members,

Transportation is Maryland's largest source of climate pollution. SB681, the Transportation and Climate Alignment Act of 2024, would mitigate the negative climate impact of future transportation projects and increases in vehicle miles traveled due to projects, in accordance with the state's goal of reducing emissions by 2031 and with Maryland Climate Pollution Reduction Plan findings.

I am deeply concerned with lowering my impact on climate change and appreciate the state's efforts to make it easier for everyone to do so by traveling more sustainably. I personally bike for more than 90% of my trips less than 5 miles each way and my wife bike commutes to work each day. We use the excellent public transportation system provided in the DC area frequently as well. Mitigation options put forward by the Transportation and Climate Alignment Act of 2024 include improving and expanding public transportation, creating bicycle and pedestrian infrastructure, and other smart growth strategies. I wholeheartedly endorse this bill.

I urge a Favorable SB681 committee report and Senate enactment.

Thank you for the opportunity to testify on this legislation.

Brendan Wray
College Park, MD

Finance - SB681 - Transp.& ClimateAlignmentAct -Fa

Uploaded by: Brian Ditzler

Position: FAV

Committee: Finance

Testimony on: SB 681 – “Transportation and Climate Alignment Act of 2024”

Position: Favorable

Hearing Date: February 28, 2024

Recognizing the large volume of written testimony on proposed legislation that legislators are expected to read, this testimony is presented in bullet form to highlight key points that support approval of SB681.

- “The transportation sector accounted for 35% of Maryland’s GHG emissions in 2020 with most emissions (82%) in this sector coming from on-road vehicles powered by gasoline or diesel.” **
- “Reducing projected traffic on Maryland’s roads is crucial to reducing GHG emissions from the transportation sector.” **
- “Public transportation and mobility alternatives must be enhanced, with an emphasis on promoting sustainable growth and other transit and mobility-oriented development.” **
- MDOT and the Maryland Commission on Climate Change readily acknowledge that increased use of zero-emission vehicles alone will not get the needed reductions in greenhouse gas (GHG) emissions.
- Expanded highways attract more drivers who believe they will be able to commute faster. The increase in drivers on expanded highways inevitably increases GHG emissions and vehicle travel (measured as VMT: Vehicle Miles Traveled). Those increases are a problem that must be addressed.
- Highway expansion could continue if the Transportation and Climate Alignment Act, SB681, were approved. Any projected increase in GHG or VMT from a proposed highway expansion project whose total costs exceeds \$10 million would be offset by mitigation actions that would reduce any increase in GHG or VMT from the highway project.
- Mitigation actions could include expanding broadband access, teleworking programs, improving and expanding public transportation, creating bike and pedestrian infrastructure, transit-oriented development, and a number of other smart growth improvements that would reduce pollution and benefit residents in locales where the highway would be expanded.
- With Maryland facing a transportation budget crisis, SB 681 would help prioritize spending the state’s scarce dollars on projects that align with the Governor’s goals to advance sustainable growth, reduce climate pollution, advance equity and expand transportation choices.
- Washington, Colorado and Minnesota have transportation policies comparable to those in this bill.
- The bill would help the state comply with the Federal Highway Administration’s new GHG performance standard which requires state and regional transportation agencies to set goals to reduce GHG emissions from the transportation sector.

** Quotes excerpted from Maryland’s Climate Pollution Reduction Plan released December 2023.

Brian E. Ditzler, Silver Spring, MD

SB 681 Major Highway Capacity Expansion Projects -

Uploaded by: Cait Kerr

Position: FAV

Wednesday, February 28, 2024

TO: Pamela Beidle, Chair of the Senate Finance Committee; Guy Guzzone, Chair of the Senate Budget and Taxation Committee, and Committee Members

FROM: Cait Kerr, The Nature Conservancy, State Policy Manager; Michelle Dietz, The Nature Conservancy, Director of Government Relations

POSITION: Support SB 681 Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

The Nature Conservancy (TNC) supports SB 681 offered by Senators Lam and Gile. SB 681 will require all transportation projects costing greater than \$10 million to conduct an impact assessment to measure any increase in greenhouse gas emissions and Vehicle Miles Traveled (VMT) stemming from the project. Based on that measurement, the project will further be required to develop and implement mitigation plans to eliminate the net increases, focusing particularly on overburdened and underserved communities the project would impact.

Options to mitigate emissions or increased VMT may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

Transportation is the largest carbon emissions source in our state and across our region. We must take action to address this sector in order to meet our state's Climate Solutions Now Act goals. The Transportation and Climate Alignment Act of 2024 will ensure that future transportation projects align with Maryland's climate pollution reduction goals by expanding transportation options.

In addition to reducing emissions, SB 681 aims to protect our health by reducing air pollution, reduce traffic congestion, save consumers money by decreasing reliance on personal vehicles, and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with our goals to reduce climate pollution, advance equity, and expand access to transportation choices.

TNC commends Senators Lam and Gile on introducing this bill, which seeks to increase Marylanders' transportation options and protect public and environmental health through reducing air pollution.

Therefore, we urge a favorable report on SB 681.

SB 681_LWVMD_FAV.pdf

Uploaded by: Casey Hunter

Position: FAV



TESTIMONY TO THE SENATE FINANCE COMMITTEE

SB 681 - Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

POSITION: Support

By: Linda T. Kohn, President

Date: February 28, 2024

Since the emergence of the environmental movement in the 1970's, the League of Women Voters has advocated for policies that protect our planet, promote public health, and advance equity. The League believes that advancing efficient, safe, clean, and accessible integrated transportation systems is critical for achieving these outcomes.

The League of Women Voters of Maryland **supports SB 681, the Transportation and Climate Alignment Act (TCA)**, which would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate increases in climate pollution and Vehicle Miles Traveled (VMT) caused by planned highway expansion projects over \$10 million. Mitigation options may include expanding public transit, investing in bike and walk infrastructure, expanding broadband access, or other sustainable land-use improvements.

The TCA would ensure that future transportation projects align with Maryland's goals to reduce climate pollution and expand transportation options. Transportation is the state's #1 source of climate pollution, and **Maryland is currently not on track to meet its climate targets**. The Maryland Department of Environment and MDOT have both acknowledged the need to reduce VMT 20% per-capita by 2050 in order to meet Maryland's climate pollution reduction goals.¹ **SB 681 provides a pathway for the state to achieve these goals.**

SB 681 would not only protect our environment by reducing climate pollution, but would tangibly benefit Maryland's communities. **Community benefits of the TCA include:**

- **Saving Consumer Money:** The average household would save more than \$3,000 annually on vehicle costs with a 20% reduction in per-capita VMT.† This puts money back in the pockets of Marylanders.
- **Connecting Communities:** Expanding transportation options **connects communities** and increases socioeconomic opportunities by improving access to jobs, amenities, and housing options. This would particularly benefit low-income households and communities of color who disproportionately lack access to these opportunities.
- **Increasing Safety:** A 20% per-capita reduction in VMT would prevent an average of 171 automobile crash fatalities and 2,572 crash injuries each year.†

The League of Women Voters of Maryland strongly urges a **favorable report on SB 681**.

¹ "Maryland's Climate Pollution Reduction Plan." *Maryland Department of the Environment*, 28 Dec. 2023. ; "2050 Maryland Transportation Plan." *Maryland Department of Transportation*, 1 Jan. 2024.

† Warsing, Ryan, et al. "States Can Quantify the Benefits of Climate-Friendly Transportation Options with RMI's Smarter Modes Calculator." *Rocky Mountain Institute*, 20 Feb. 2024.

SB0681_Transportation_and_Climate_Alignment_Act_ML

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR SB0681 Transportation and Climate Alignment Act

Bill Sponsor: Senators Lam and Gile

Committee: Finance

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Aileen Alex, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0681 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists, and our Coalition supports well over 30,000 members.

Maryland needs a variety of energy solutions to achieve its ambitious statutory requirement to reduce greenhouse gas emissions to 60% of 2006 levels by 2031. The bill would require the Maryland Department of Transportation (MDOT) and Metropolitan Planning Organizations (MPOs) to calculate and mitigate any increases in greenhouse gases (GHGs) and Vehicle Miles Traveled (VMT) caused by planned road expansion projects over \$10 million. Mitigation actions include a variety of projects, including those that benefit biking, public transit, walking, and telework.

Reducing VMT not only lowers GHG emissions but also reduces harmful air pollutants, and this bill will accomplish both of these important goals. The Maryland Legislative Coalition supports this legislation with the amendments the Climate Justice Wing proffers, paraphrased here:

- Require all VMT estimates be calculated using worse case-scenario induced demand.
- MDE should play a role in developing the methodology for calculating GHGs for consistency.
- Tie the mitigation plans to reducing emissions in line with the goals.
- Require any projects that are contiguous to each other to be aggregated together when determining whether a project meets the \$10,000,000 threshold.
- Avoid double-counting mitigation actions across two or more projects.

We believe in doing a comprehensive environmental impact analysis of major road projects and the Transportation and Climate Alignment Act provides the right path forward. The recommended amendments will hold MDOT and MPOs accountable for ensuring VMT and climate pollution reductions.

We support this bill and recommend a **FAVORABLE** report in committee with amendments.

SB681.Lam.FAV[1].pdf

Uploaded by: Clarence Lam

Position: FAV

CLARENCE K. LAM, M.D., M.P.H.
Legislative District 12
Anne Arundel and Howard Counties



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Finance Committee

Executive Nominations Committee

Joint Committee on Ending Homelessness

Senate Chair

Joint Audit and Evaluation Committee

Joint Committee on Fair Practices and
State Personnel Oversight

Chair

Howard County Senate Delegation

Secretary

Asian-American & Pacific-Islander Caucus

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

SB681: Transportation and Climate Alignment Act of 2024

What SB681 Does:

- Requires MDOT and other regional planning entities to measure and mitigate increases in pollution and vehicle travel caused by highway expansion projects over \$10 million
- This applies prospectively, not to existing projects
- Mitigation measures will first be prioritized in the area where the project is taking place, or in overburdened communities defined in the Climate Solutions Now Act
- Mitigation measures may include: expanding public transportation, improving bike infrastructure, improving broadband access, and investing in other public transit-related projects
- Minnesota and Colorado have passed similar legislation
- The federal government provides states with tools to measure greenhouse gas emissions

Why SB681 is Needed:

- Currently, transportation is the #1 source of climate pollution in Maryland, and we are not on track to meet our goals
- It is important for the state to understand how new large transportation projects impact our ability to meet our own climate goals
- The state is in a difficult budgeting circumstance, so it is critical that we ensure that state dollars are used in a way that moves us closer to our broad climate goals, as well as preserving our commitment to equity

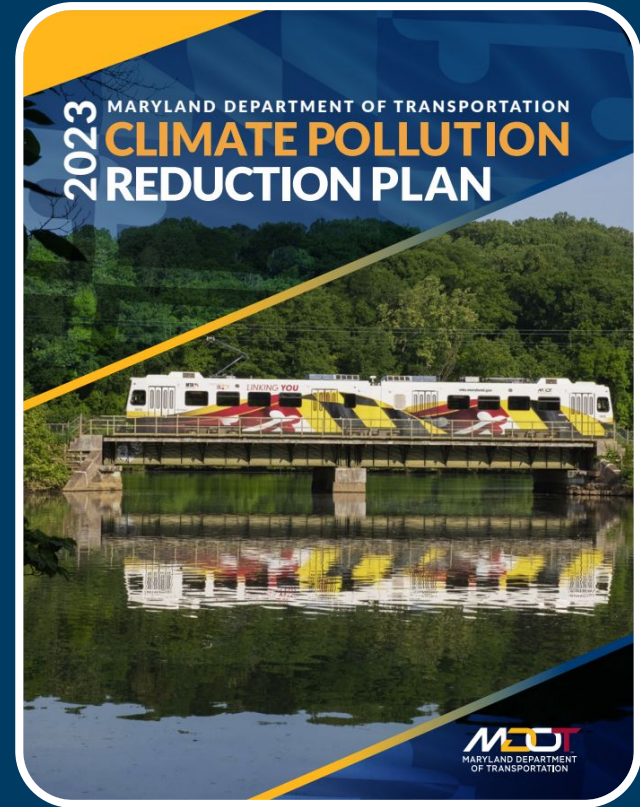
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Uploaded by: Clarence Lam

Position: FAV

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**

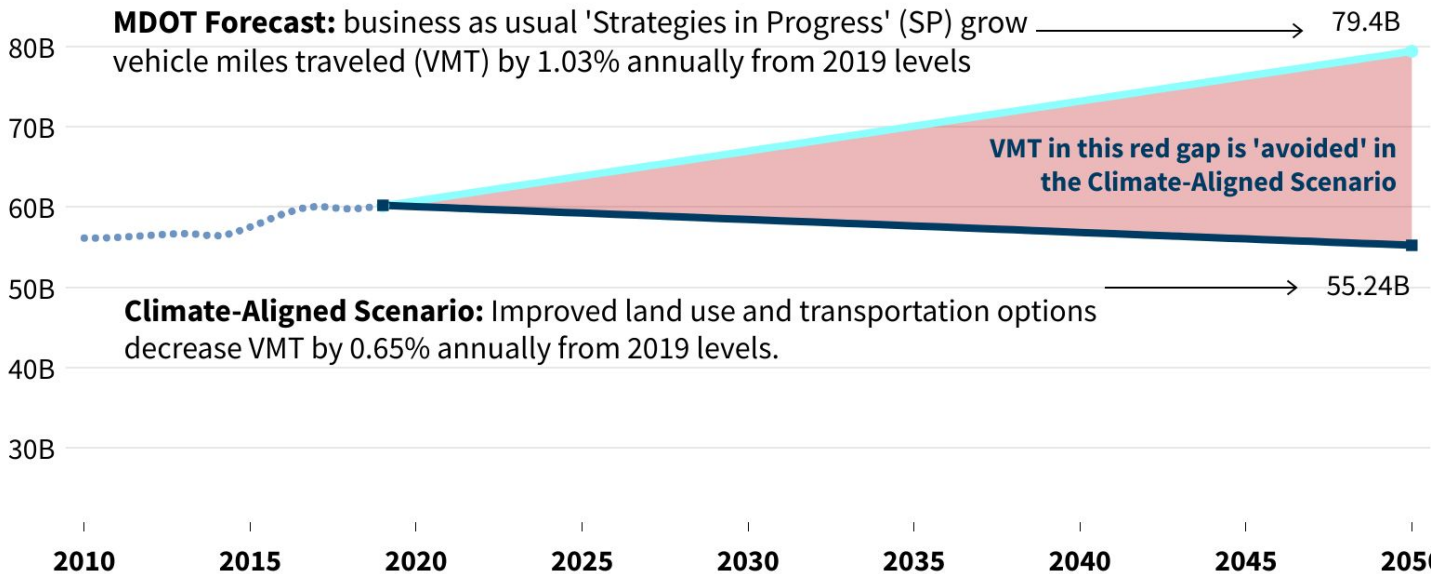
* million metric tons of carbon dioxide equivalent (mmt CO₂e)

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

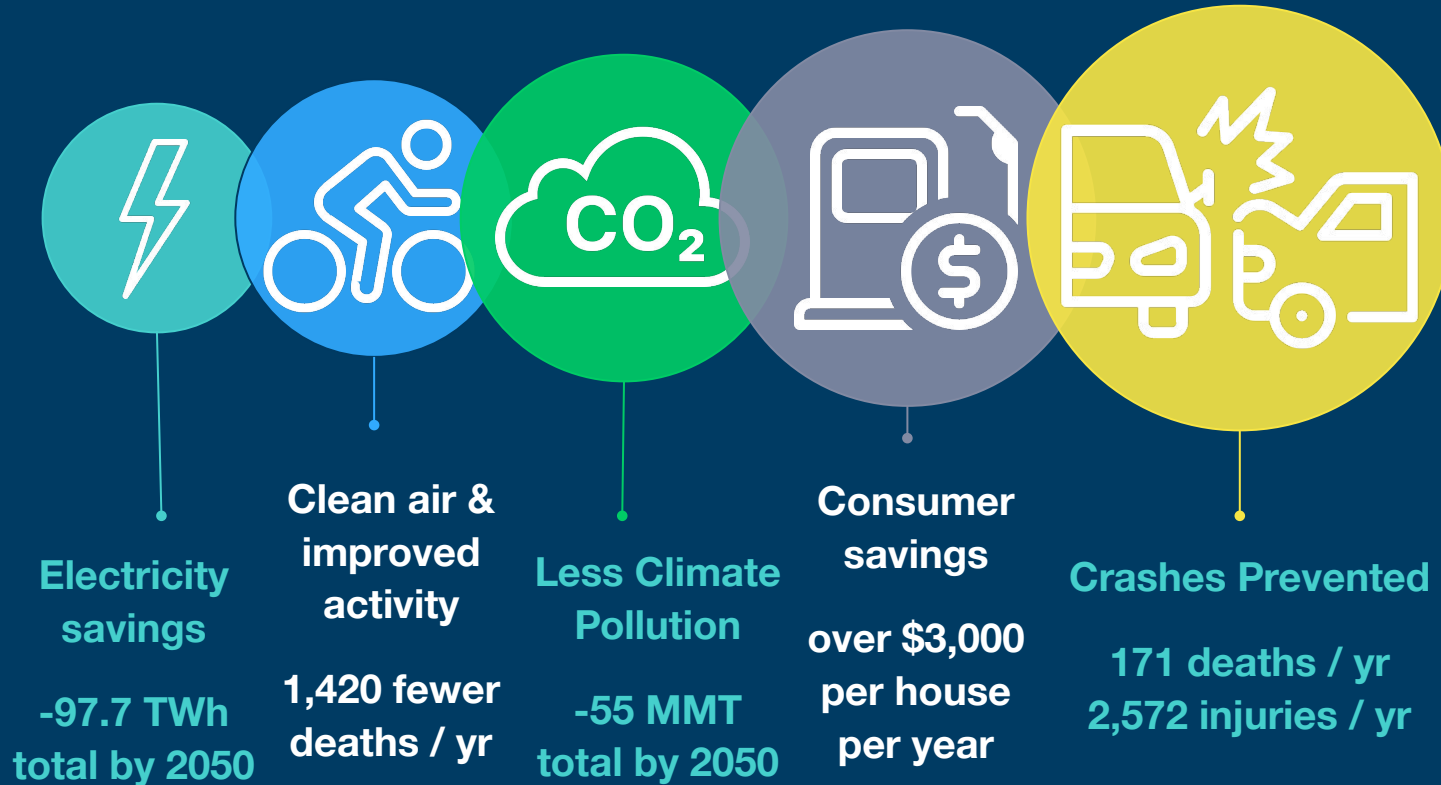


Strategies in Progress (SP)

20% VMT per capita reduction

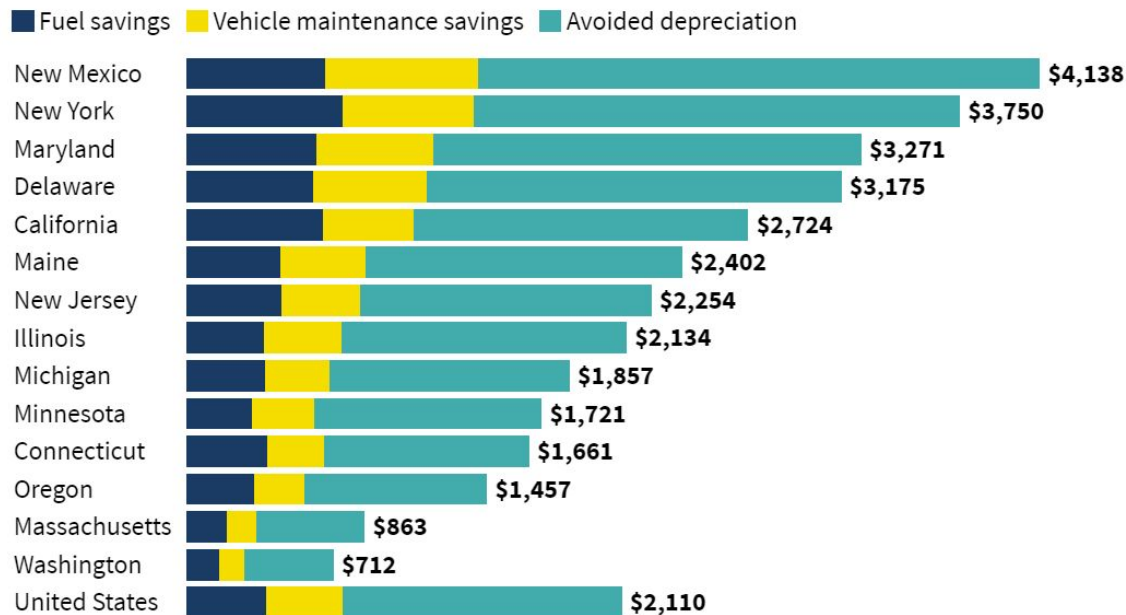


RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050



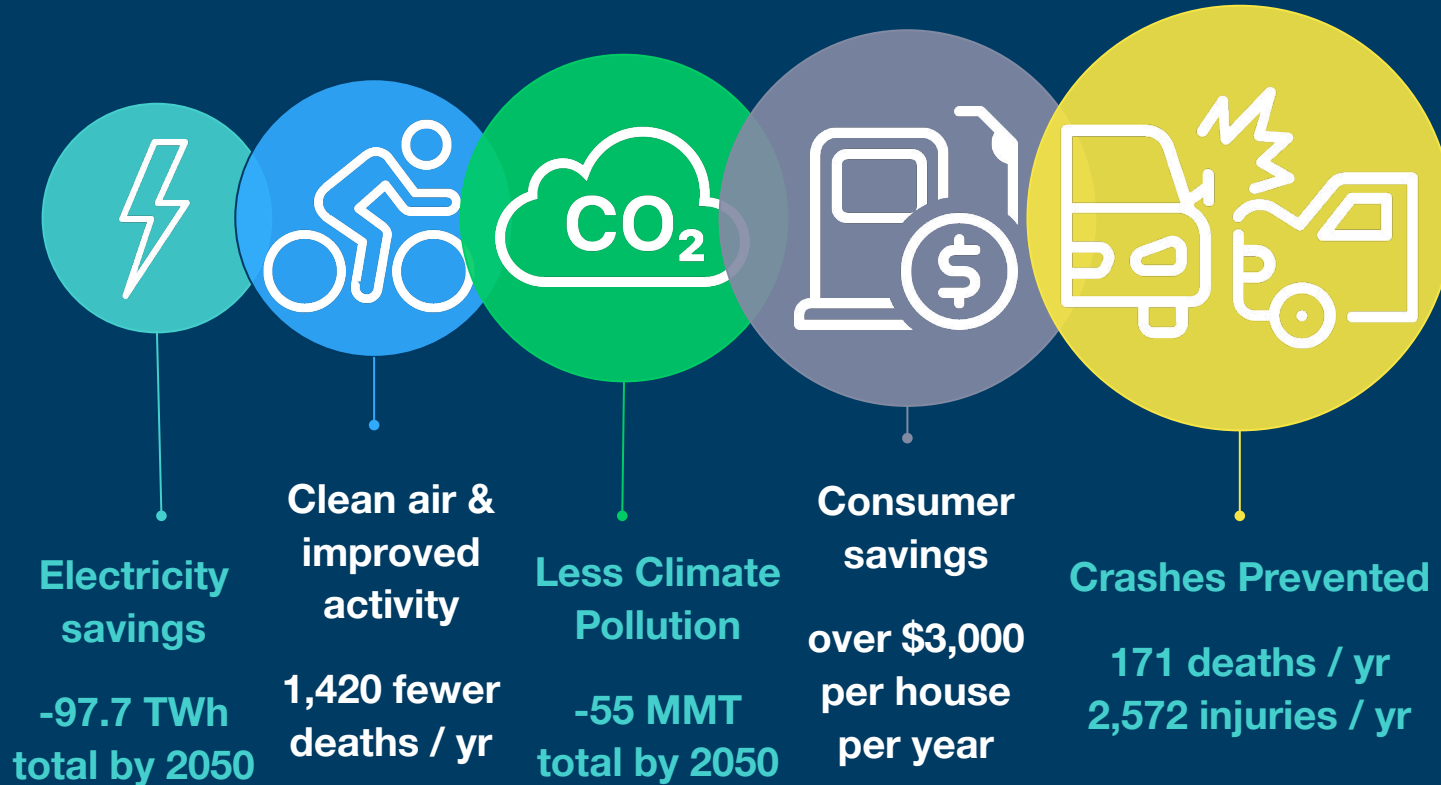
RMI: clean transportation choices lead to huge climate, safety, & consumer savings by 2050

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

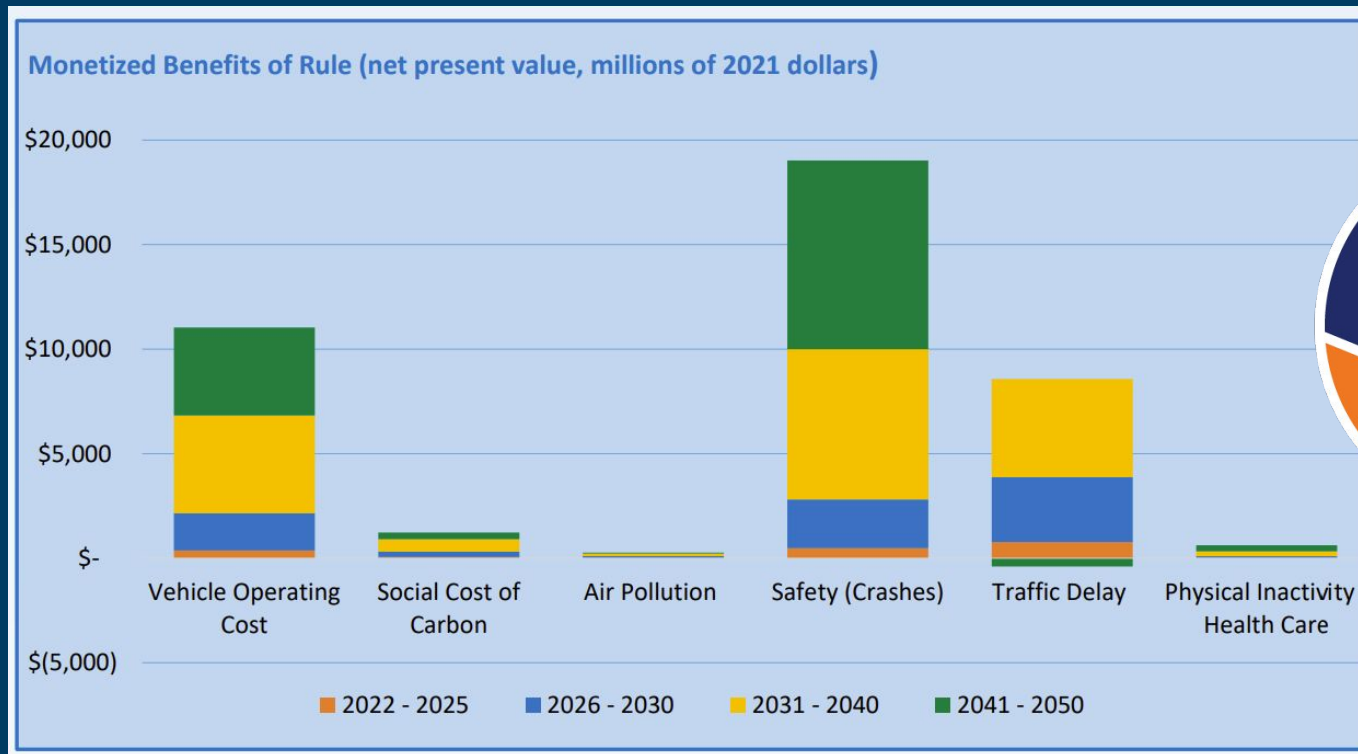


Results assume a mid-growth EV scenario and use state-provided VMT forecasts, where available

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



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

Testimony SB681.pdf

Uploaded by: Debbie Cohn

Position: FAV

Committees: Finance
Budget and Taxation
Testimony on: SB681 - Transportation and Climate Alignment Act of 2024
Submitting: Deborah A. Cohn
Hearing Date: February 28, 2024
Position: Favorable

Chair Beidle and Members of the Senate Finance Committee:

Thank you for this ability to submit favorable testimony on SB681. As a Maryland resident I am concerned about climate and the environment to protect the health and well-being of my children and grandchildren. Part of my family lives close to I-495 and thus is exposed to the diesel exhaust, noise and carbon emissions of the transportation sector. For their sake and the sake of their peers, **I seek your support SB681.**

The transportation sector is Maryland's leading source of carbon emissions and a leading source of other pollutants that are deleterious to public health, increasing the risk of lung and cardiac disease and stress. To achieve Maryland's goal of reducing emissions 60% by 2031, and improve public health, a comprehensive approach to the transportation sector, one that takes into account the negative externalities of land use planning that emphasizes personal use driving, must be addressed. The Transportation and Climate Alignment Act of 2024 will ensure that future transportation projects align with Maryland's goals of reducing and mitigating the impacts of climate pollution and that we use our limited transportation resources wisely.

SB681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT or vehicle miles traveled) induced by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland [Climate Pollution Reduction Plan's](#) finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

In addition to reducing climate pollution, SB681 would protect our health, reduce traffic congestion, save consumers money - an average of \$500 to \$800 per year on vehicle costs - and make smart use of limited infrastructure dollars. The health aspects deserve particular attention, as too often we focus on reducing greenhouse gas emissions without recognizing that vehicles, even zero-emission vehicle, increase both morbidity and mortality. While electric vehicles emit no tailpipe GHG, they have been [found](#) to produce equal or greater amounts of particulate matter generated by brake, tire and road wear and re-suspended road dust. In other words, from a health perspective, reducing VMTs is important, particularly in communities located close to high-trafficked roads and highways.

I realize that Maryland faces a transportation budget crisis and that difficult choices must be made. With that in mind, we must ensure that Maryland spends the limited available funds on projects that align with its goals to reduce climate pollution, increase public health, and expand transportation choices, particularly for those who cannot afford to purchase personal vehicles. While many important projects emphasizing transit options are already being funded, the analysis required under the Transportation and Climate Alignment Act would allow Maryland to prioritize future transportation projects and difficult transportation budget decisions informed by better data and analysis.

For these reasons I urge a **FAVORABLE** report on SB681.

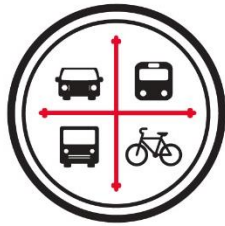
Thank you.

Deborah A. Cohn

SB 681 Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

February 28, 2024

Testimony on SB 681 – *Transportation and Climate Alignment Act of 2024* – Finance Committee

Position: Favorable

The Central Maryland Transportation Alliance supports SB 681, which will help to ensure that the state's transportation investments are better aligned with its climate and transportation goals.

SB 681 requires the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and traffic caused by highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

In addition to reducing climate pollution, SB 681 would protect our health, reduce traffic congestion, save consumers money - an average of \$3,271 per household each year on vehicle costs - and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The Transportation and Climate Alignment Act of 2024 will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

We encourage a FAVORABLE report for Senate Bill 681.

Reducing Climate Pollution & Vehicle Miles Traveled

Uploaded by: Ernesto Villasenor

Position: FAV

Committee: Finance
Testimony: Transportation and Climate Alignment Act (SB 681)
Position: Support
Hearing Date: February 28, 2024

Ernesto Villasenor, Jr., J.D
Chesapeake Climate Action Network Action Fund

On behalf of the Chesapeake Climate Action Network Action Fund, we strongly support the Transportation and Climate Alignment Act (SB 681), which aim to address climate pollution and Vehicle Miles Traveled (VMT) in Maryland's transportation sector. This legislation holds tremendous potential to advance our state's goals for environmental sustainability and equitable access to transportation while aligning with the objectives set forth in Maryland's Climate Pollution Reduction Plan.

Our transportation sector remains the largest contributor to climate pollution in the state, and with Maryland having the second-worst average commuting time in the nation, addressing this issue is paramount. As we plan for the future of transportation in Maryland, it is imperative that our efforts align with the state's ambitious goals to reduce greenhouse gas emissions by 60% by 2031 and to curtail the total miles traveled by cars and trucks on our roads, known as Vehicle Miles Traveled (VMT). By doing so, we can protect our environment, alleviate traffic congestion, and enhance overall mobility for Marylanders.

The bill mandates that the Maryland Department of Transportation (MDOT) and regional transportation planning agencies closely monitor and mitigate any increases in climate pollution and VMT resulting from highway expansion projects exceeding \$10 million. This requirement represents a crucial step in ensuring that transportation infrastructure development prioritizes environmental stewardship and community well-being.

By emphasizing mitigation actions such as improving public transit, expanding bike infrastructure, promoting remote work options, and encouraging the proximity of jobs and amenities to residential areas, the bill not only fosters transportation equity but also contributes to reducing climate pollution. These measures align with Maryland's commitment to reducing per capita VMT by 20% by 2050, as outlined in the Climate Pollution Reduction Plan.

Furthermore, the legislation is essential for Maryland to comply with the Federal Highway Administration's new greenhouse gas performance standard, which mandates the establishment of goals to reduce greenhouse gas emissions from the transportation sector. This underscores

the importance of proactive measures to mitigate the environmental impact of transportation activities.

The significance of this bill extends beyond environmental concerns. It is also instrumental in building a transportation system that prioritizes equity, reliability, and accessibility for all Marylanders. By investing in effective multimodal transportation infrastructure that serves existing communities, we can reduce VMT and greenhouse gas emissions while enhancing mobility and connectivity.

A strong transportation system should serve as a catalyst for equitable access to jobs, housing, education, food, healthcare, and recreation, regardless of geographical location. It should empower individuals to navigate their daily lives with ease and efficiency, while also fostering sustainability and environmental responsibility. It is essential that we prioritize investments in transportation infrastructure that promote multimodal options, reduce reliance on single-occupancy vehicles, and encourage sustainable modes of transportation such as public transit, biking, and walking.

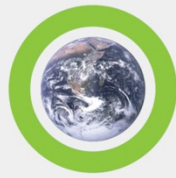
As a supporter of sustainable transportation initiatives and environmental conservation efforts, I urge you to consider the importance of this bill in shaping Maryland's transportation future. By enacting this legislation, we can make significant strides towards achieving our climate goals, promoting social equity, and safeguarding the well-being of current and future generations.

CONTACT
Ernesto Villaseñor, Jr., JD | Policy Manager
Chesapeake Climate Action Network Action Fund
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TCA Senate testimony CR.pdf

Uploaded by: Frances Stewart

Position: FAV



The Climate Reality Project[®]

GREATER MARYLAND CHAPTER

Committees: Finance
Testimony on SB681 Transportation and Climate Alignment Act of 2024
Organization: Climate Reality Greater Maryland
Submitting: Frances Stewart, MD, Chapter Chair
Position: Favorable
Hearing Date: February 28, 2024

Dear Chairs and Committee Members:

Climate Reality Greater Maryland is the Maryland chapter of the [Climate Reality Project](#), a global network of 3.5 million people working to build a net zero future where all of us can thrive. We urge you to vote favorably on SB681.

Climate change is one of the greatest threats to our health. The health effects include more vector-borne diseases, more heat-related illnesses such as heat stroke, injuries from wildfires and extreme weather events such as hurricanes and floods, and mental health problems. These issues threaten the lives and health of all Maryland residents, particularly children and people who live in overburdened communities.

One thing that is less often recognized is the close tie between air pollution and greenhouse gas emissions. 88% of Maryland residents live in areas that do not meet EPA air quality standards. Air pollution is a major contributor to absences from work and school, increased healthcare costs, and premature deaths. This can be seen clearly in the high rates of hospitalization for asthma in Maryland, especially in Baltimore. Research shows that decreases in air pollution lead to significant and rapid decreases in asthma hospitalizations. Improvements in health, especially in children and people living in overburdened communities, will be the first benefit we see from decreasing the use of fossil fuels.

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The **Transportation and Climate Alignment Act of 2024** will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (VMT: “Vehicle Miles Traveled”) caused by planned highway expansion projects over \$10 million. Mitigation options would include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. As [Maryland’s Climate Pollution Reduction Plan](#) made clear, a 20% per-capita reduction in VMT by 2050 is needed to meet the state’s climate goals. The measures spelled out in SB681 are essential steps toward those goals.

The bill would also reduce traffic congestion, save consumers money - [an average of \\$3,271 per household each year on vehicle costs](#) - and make wise use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it’s critical to prioritize spending the state’s scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

Thank you for the opportunity to testify in support of this vital bill We strongly urge a **FAVORABLE** report for SB681 in committee and passage by the Senate

SB 681 -SUPP - FIN - Feb 28 - Transit Climate and

Uploaded by: Henry Bogdan

Position: FAV



February 28, 2024

Testimony on Senate Bill 681
Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans
(Transportation and Climate Alignment Act of 2024)
Senate Finance Committee

Position: Favorable

Maryland Nonprofits is a statewide association of almost 2000 nonprofit organizations and institutions, with members in every county in the state. We strongly urge you to support Senate Bill 681, as a critical component of efforts to meet Maryland's goal of reducing emissions 60% BY 2031.

Transportation is Maryland's #1 source of climate pollution. In order to meet our goals and sustain our environment we must ensure that future transportation projects contribute to reducing pollution. The Transportation and Climate Alignment Act of 2024 will help assure that future projects align with these goals as well as expanding transportation options and mitigating as much as possible their impact on climate pollution.

Senate Bill 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in vehicle miles traveled by 2050 is necessary for meeting the state's climate goals.

While the crisis of global warming affects everyone, the health impacts of pollution tend to fall more heavily on people living in lower income communities, and particularly on people of color. In addition, transportation policy and choices seldom take account of their impact on the lives of persons with disabilities and those without easy access to personal vehicles to reach health care, education, jobs, or more.

In addition to reducing climate pollution, Senate Bill 681 would protect our health, reduce traffic congestion, save consumers money, and promote smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution and advance transportation equity for all Marylanders.

We strongly urge a Favorable report on Senate Bill 681.



Bikemore LOS SB0681 Transportation Climate Alignme

Uploaded by: Jed Weeks

Position: FAV



February 27, 2024

Senate Finance Committee
Sent via Email

SB681 – Transportation and Climate Alignment Act
Position: Favorable

Chair Beidle and Members of the Committee:

Bikemore is Baltimore City's livable streets advocacy organization, representing more than 5,000 Baltimore advocates and thousands more that walk, bike and ride transit every day in Baltimore City.

We are writing in support of SB681 - The Transportation Climate and Alignment Act. The transportation sector is Maryland's largest source of emissions.

The Transportation and Climate Alignment Act aims to offset the negative climate impacts of future road projects, the only way our state has a chance of meeting its aggressive emissions reduction goals.

We cannot widen our way out of congestion, injury, and death on our roadways. We must invest in maintaining our existing infrastructure in a state of good repair and direct new investments into sustainable alternatives like public transit and active transportation paired with smarter land use.

The Transportation and Climate Alignment Act will help Maryland prioritize projects that achieve emissions reduction goals, implement roadway state of good repair and safety improvements, and expand access to opportunity for everyone, especially our most disadvantaged populations.

We urge a favorable report and passage of SB681.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jed Weeks', written over a white background.

Jed Weeks
Executive Director

Ceres Testimony in Support of TCA SB 681.pdf

Uploaded by: Jeff Mauk

Position: FAV



Testimony on SB 681
Transportation and Climate Alignment Act of 2024
Senate Finance Committee

Date: February 28th, 2024

Position: SUPPORT

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Ceres supports SB681

Dear Chair Beidle, Vice Chair Klausmeier, and members of the Senate Finance Committee,

I write today on behalf of Ceres to urge a favorable report from the Committee on SB 681 - the Transportation and Climate Alignment Act (TCA). Ceres advances leadership among investors, companies, and capital market influencers to drive solutions and take action on the most pressing sustainability solutions. We organize the Business for Innovative Climate and Energy Policy Network (BICEP), a coalition of more than 85 major employers – including several with operations or business interests in Maryland - committed to advocating for stronger climate and clean energy policies at the state and federal levels.

By adopting SB 681, the Maryland General Assembly can ensure highway expansion projects align with the state’s climate commitments and support increased access to transit and employee commute programs that will reduce congestion and unlock economic benefits for businesses and consumers. Highway expansion is a short-term solution to roadway congestion, and expansion projects have historically resulted in more traffic and vehicle emissions over time. SB681 is a critical opportunity to promote more energy efficient clean transportation mobility choices which improve access to jobs, employees, and goods and services—all while cutting costs and emissions from the transportation sector.

The companies we work with recognize that climate change poses a significant risk to their long-term success. They are already seeing the negative economic impacts of extreme weather events across their supply and value chain chains and are making plans to reduce emissions across their operations accordingly. Because transportation is a major source of emissions for both the business community and the state, many of the companies we partner with have made commitments to decarbonize their vehicle fleets over time by transitioning to zero-emission vehicles (ZEVs). However, while ramping up ZEV deployment is an important decarbonization strategy, it is not enough on its own to reduce emissions in alignment with the most ambitious corporate climate commitments or meet the state’s emissions limits codified by the Climate Solutions Now Act of 2022.

In addition to driving up transportation sector emissions, highway expansion results in higher operating costs and lower productivity resulting from increased sprawl and added congestion. It

also undermines investment in sustainable, compact and cost-effective transportation infrastructure. In 2022, congested roads and highways cost Marylanders [\\$5.8 billion](#) in the form of auto delay, truck delay, and wasted fuel and emissions. Increasing transit, active transportation modes, and a wide range of employee commute options will be critical to alleviating congestion. Importantly, the benefits of doing so extend beyond businesses to employees and residents. In the Baltimore-Columbia-Towson metro Area, [83.7% of commuters](#) use single-occupancy vehicles. The resulting congestion costs the average Baltimore driver [\\$1,371 annually](#) in lost time and wasted fuel. In recognition of its negative economic impacts, Maryland policymakers should take urgent action to reduce congestion.

The Transportation and Climate Alignment Act would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and Vehicle Miles Traveled (VMT) caused by planned highway expansion projects over \$10 million. Mitigation actions could include improving and expanding access to public transit, constructing active transportation or traffic operations infrastructure, and implementing transportation demand management solutions. By supporting solutions that will reduce the number of single passenger vehicles clogging the state's roads, this legislation provides a critical lever to ensure the state maintains a balanced approach investing in transportation infrastructure – one that will benefit our climate and the economy.

We strongly urge a favorable report on SB 681. Thank you for your consideration.

Sincerely,

Jeff Mauk
Director, State Policy, East
Ceres

SB 681.pdf

Uploaded by: John Bailey

Position: FAV



February 27, 2023

Position: SUPPORT

Natural Resources Defense Council supports SB 681

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The **Transportation and Climate Alignment Act of 2024** will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland [Climate Pollution Reduction Plan's](#) finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

SB 681 will make Maryland a national leader in ensuring that their transportation investments align with their goal of reducing greenhouse gas emissions, alongside states like California, Colorado, and Minnesota, who have each enacted laws to better align transportation investments with climate goals and community priorities. Highway expansions lead to an increase in congestion, which only makes it more difficult for Maryland to meet its 20% per capita reduction in VMT. Such expansions also mean less funding for state investments in projects that will provide Maryland residents with safe, affordable, and clean transportation choices such as public transportation, sidewalks, protected bike lanes, and publicly accessible EV charging infrastructure.

In addition to reducing climate pollution, **SB 681** would protect our health, reduce traffic congestion, save consumers money - [an average of \\$3,271 per household each year on vehicle costs](#) - and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's

critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

We strongly urge a **favorable** report on **SB 681/HB 836**.

SB681_MDSierraClub_Fav28Feb2024 .docx (1).pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Finance

Testimony on: SB 681- Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Position: Support

Hearing Date: February 28, 2024

The Transportation and Climate Alignment Act is a priority bill for the Maryland Chapter of the Sierra Club, and we urge the Senate Finance Committee to support it.

This bill would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle traffic caused by planned highway expansion projects over \$10 million. Mitigation actions in the bill can be tailored to the needs of urban, suburban and rural communities and include improving and expanding public transit, creating protected bike infrastructure, expanding broadband access, and promoting transit oriented development. MDOT and regional planning agencies would also need to prioritize mitigation actions in overburdened and underserved communities (as defined by the Climate Solutions Now Act) impacted by the highway project. This will help expand people's transportation choices while reducing climate and other harmful air pollution.

Maryland established itself as a leader on climate policy with the Climate Solutions Now Act, and now our attention should now turn to aligning state policies with its ambitious goals. Transportation remains the number one source of climate pollution in Maryland. The 2023 Maryland Climate Pollution Reduction Plan indicated that electrification of vehicles is only one part of the solution needed to meet our climate targets from the transportation sector. The Plan indicates that increasing investment in public transit, bikeways, pedestrian improvements, transportation demand management, parking and congestion pricing, and other strategies that reduce vehicle traffic is needed to meet our climate goals. Additionally, MDOT set a goal to reduce per-capita vehicle miles traveled 10% by 2030 and 20% by 2050 as a strategy to help meet Maryland's climate targets.

We are facing a budget shortfall for our transportation needs, and we need to make the best use of scarce dollars. To do that it is important to align our investments in projects that meet state and regional goals to advance equity, improve mobility, and address the climate crisis. We urge a favorable report on this legislation.

Lindsey Mendelson
Transportation Representative
Lindsey.mendelson@mdsierra.org

Jane-Lyons Raeder
Transportation Chair
janeplyons@gmail.com

Josh Tulkin
Chapter Director
josh.tulkin@mdsierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

SB 681 - Transportation and Climate Alignment Act

Uploaded by: Ken Phelps Jr

Position: FAV



THE EPISCOPAL DIOCESE
OF MARYLAND

The Maryland Episcopal
Public Policy
Network

Testimony in Support of SB 681

Transportation and Climate Alignment Act of 2024

****FAVORABLE****

TO: Sen. Pamela Beidle, Chair; Sen. Katherine Klausmeier, Vice Chair; and the members of the Senate Finance Committee

FROM: Rev. Ken Phelps, Jr., Director, Maryland Episcopal Public Policy Network, Diocese of Maryland

DATE: February 27, 2024

The season of Lent calls the Church at this time to confess “our self-indulgent appetites and ways,” “our waste and pollution of God’s creation,” and “our lack of concern for those who come after us” (Ash Wednesday Liturgy, Book of Common Prayer, p. 268). Lent is also the season of the prophets.

Prophecy is a critical response to the excesses of society. It is marked by its fierce commitment to humanity and speaks to the perception of potentialities and possibilities - both for good and evil - within the social structure. Prophets hold up the mirror of existence and force us to take a look, a hard, honest look at whom we really are and the conditions that we have created

The mirror never lies. The prophets were God’s inconvenient messengers. And when the activity of the people, or lack thereof - had moved the society to a tipping point, the prophets came with a warning about the wrath to come. Not the wrath of God, but the inescapable and often catastrophic consequences that were the product of their own doing. The warnings were dire, but they still carried with them the fleeting hope that if behaviors changed, disaster might be avoided.

Our collective histories reflect how often we have taken prophets’ messages to heart. Our mother is dying. Her prophets - speaking for decades now - have made that quite clear.



THE EPISCOPAL DIOCESE OF MARYLAND

The Maryland Episcopal
Public Policy
Network

We have an opportunity here. This is the appointed time for all God's children to work together for the common goal of renewing the earth as a hospitable abode for the flourishing of all life, not just human.

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The Transportation and Climate Alignment Act of 2024 will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

Our mother is dying. There may still be time to save her, but we must act swiftly and definitively to accomplish that goal.

We urge a favorable report.

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TEL: 410-467-1399 / 800-443-1399 FAX: 410-554-6387
WWW.EPISCOPALMARYLAND.ORG

SB0681_SUPPORT_Maryland LCV_Transportation and Cli

Uploaded by: Kristen Harbeson

Position: FAV



Kim Coble
Executive Director

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February 28, 2024

SUPPORT: SB681 - Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Chairs Beidle and Guzzone and Members of the Committees:

Maryland LCV supports SB681 - Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024), and we thank Senator Lam for his leadership on this issue.

Transportation remains the largest contributor to greenhouse gas emissions in our state, and the associated pollution disproportionately impacts communities of color and low-wealth communities. The detrimental effects of tailpipe emissions, filled with carcinogens, particulate matter, and soot, significantly increases the lifetime risk of cancer, incidents of asthma, and heart disease.

On December 28, 2023, The Maryland Department of the Environment (MDE) released Maryland's Climate Pollution Reduction Plan, outlining a comprehensive framework to reduce Greenhouse Gas Emissions by 60% by 2031, with a net-zero target by 2045. The plan emphasizes the need to transition a significant portion of the light-duty fleet to Zero Emission Vehicles by 2031. To achieve this goal, the Plan outlines a series of recommendations including reducing Vehicle Miles Traveled (VMT) per capita by 20% by 2050.

SB 681 would require that the Maryland Department of Transportation (MDOT) and regional transportation planning agencies measure and mitigate any increases in climate pollution and VMT stemming from highway expansion projects exceeding \$10 million. Potential mitigation measures might include enhancing public transportation, constructing bike and pedestrian infrastructure, expanding broadband access, and implementing smart growth strategies.

Emissions from the transportation sector have a devastating effect on our health, and the burden from this pollution is not evenly shared. In the most recent State of the Air report from the American Lung Association, counties representing 43% of Maryland's population received a failing grade for high ozone days and only one county representing less than half of 1% of Maryland's population received an A.

Neighborhoods located near major roads and highways face disproportionate burdens from traffic and transportation pollution. These neighborhoods are far more often communities of color due to decades of residential segregation and bear a burden of unsafe pedestrian conditions, higher rates of asthma and other health conditions, and unremitting noise pollution.

In the Mid-Atlantic region, the average concentrations of exposure to particulate matter for Latinos are 75 percent higher than for white residents. For African Americans, the concentrations are 61 percent higher.

SB681 is an important legislative proposal to protect the health of Marylanders while also supporting the goals of reducing traffic congestion, reducing greenhouse gas emissions and saving money for consumers. Given Maryland's transportation budget crisis, it's imperative to allocate the state's limited funds to projects that support its objectives of decreasing climate pollution, promoting equity, and broadening transportation options.

Maryland LCV urges a favorable report on this important bill.

SB 681_Transportation and Climate Alignment Act_CJ

Uploaded by: Laurie McGilvray

Position: FAV



Committee: Finance
Testimony on: SB0681 - Transportation and Climate Alignment Act
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Laurie McGilvray, Co-Chair
Position: Favorable
Hearing Date: February 28, 2024

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of SB0681. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of nearly 30 grassroots and professional organizations, urges you to vote favorably on SB0681.

The bill would require the Maryland Department of Transportation (MDOT) and Metropolitan Planning Organizations (MPOs) to calculate and mitigate any increases in greenhouse gases (GHGs) and Vehicle Miles Traveled (VMT) caused by planned road expansion projects over \$10 million. Mitigation actions include a variety of projects, including those that benefit biking, public transit, walking, and telework.

The general thrust of this bill is quite important, and we believe it is the basis for what is needed to meet the net-zero emissions goals put forward by the legislature in the Climate Solutions Now Act of 2022. Vehicles make up the largest source of climate pollution from the state's transportation sector, and a critical way to reduce that pollution is for our cars to spend less time on the road (i.e., reduce total VMT). We are supportive of the direction this bill takes.

Furthermore, this bill doesn't just look at electric vehicles as a panacea but aims to tackle the issue of VMT. While electric vehicles emit no tailpipe GHG emissions, they have been found to produce equivalent or greater levels of particulate matter, thus continuing highly harmful air pollutant emissions.¹² Also, even with the current phaseout of gasoline vehicle sales by 2035 in Maryland, it will take time for existing gasoline vehicles to turn over, augmenting the need to tackle VMT. Reducing VMT not only lowers GHG emissions but also reduces harmful air pollutants, and this bill will accomplish both of these important goals.

Unfortunately, the MDOT and the MPOs are well known for finding loopholes in environmental regulations in order to achieve the goal of building more highways and thereby adding more vehicles to the road. We do think there may be some tweaks that could be made to the bill to make it stronger as listed below.

¹ Woo., et al. "Comparison of total PM emissions emitted from electric and internal combustion engine vehicles: An experimental analysis." 2022. <https://www.sciencedirect.com/science/article/pii/S004896972204058X>

² Trimmers., et. Al. "Chapter 12 - Non-Exhaust PM Emissions From Battery Electric Vehicles." 2018. <https://www.sciencedirect.com/science/article/abs/pii/B9780128117705000121>

- § 2–903 (B) should include a requirement that all VMT estimates be calculated using worse case-scenario induced demand. While the tools listed § 2–903 (B)(2) do include specific tools that rely on induced demand, having an option § 2–903 (B)(2)(iii) to let MDOT choose a different tool may lead to choosing one that looks at induced demand in the rosier light. The new language could read **"THE ANALYSIS AND ESTIMATES SPECIFIED UNDER PARAGRAPH (1)(II) OF THIS SUBSECTION SHALL BE DETERMINED USING THE BEST AVAILABLE DATA, WORST CASE PLANNING ASSUMPTIONS, AND MODELING TOOLS, SUCH AS"**
- MDE should play a role in developing the methodology for calculating GHGs in § 2–903 (B). This would ensure consistency with the approach they develop for calculating GHGs from mitigation plans in § 2–905 and ensure that MDOT would not choose rosy projections for GHG emissions for their projects. We would recommend adding § 2–903 (B)(3) that could say that **"THE DEPARTMENT OF THE ENVIRONMENT SHALL DEVELOP A METHODOLOGY FOR THE DEPARTMENT TO CALCULATE GREENHOUSE GAS EMISSIONS FROM MAJOR HIGHWAY CAPACITY EXPANSION PROJECT"**
- There may have been a drafting error since § 2–905 does not tie the mitigation plans to reducing emissions in line with the goals in §2-1205. It would improve clarity in the legislation if this is corrected and avoid a situation where MDOT tries to always get projects into mitigation pathway § 2–905, since they only have to offset and not reduce emissions when building new projects. We would recommend § 2–905(A) to read as **"ORGANIZATION SHALL DEVELOP AND IMPLEMENT A MITIGATION PLAN TO ELIMINATE THE NET INCREASE IN ~~GREENHOUSE GAS EMISSIONS OR~~ VEHICLE MILES TRAVELED AND REDUCE GREENHOUSE GAS EMISSIONS TO CONFORM WITH THE TARGETS SPECIFIED IN § 2–1205.**
- There also needs to be a clause included in the legislation that requires any projects that are contiguous to each other to be aggregated together when determining whether a project meets the \$10,000,000 threshold to avoid road projects being divided into multiple smaller projects to avoid the requirements of a “Major Highway Capacity Expansion Project.” This could be part of the definition of “MAJOR HIGHWAY CAPACITY EXPANSION PROJECT” and requires that any highway capacity expansion project that is contiguous to another should not be considered separate projects under the definition.
- There is a concern about the additionality of projects used in mitigation plans. To avoid this, we would recommend adding § 2–905 (C) that says something along the lines of **"A MITIGATION ACTION MAY NOT BE AN ACTION THAT WAS (I) INCLUDED IN ANOTHER MITIGATION PLAN OR (II) PLANNED PRIOR TO THE INITIATION OF PLANNING OF THE MAJOR HIGHWAY CAPACITY EXPANSION PROJECT."**

As an example of the need for vigilance, when submitting road projects for Visualize 2050, the Washington, DC area transportation plan, several counties in the DC area, including Maryland counties, stated that highway expansions would decrease emissions, when common sense would show that is contrary to what happens.³ This is exactly why this bill is needed.

³ <https://ggwash.org/view/88842/regional-bodies-may-face-climate-reality-check-on-highway-widening-claims>

We appreciate that the Transportation and Climate Alignment Act provides the right path forward, but recommend strengthening amendments to hold MDOT accountable for ensuring VMT and climate pollution reductions. We understand that federal guidance encourages road construction, but Maryland must change the direction of transportation planning to meet our state climate goals, and we need strong legislation that gives MDOT crystal clear, enforceable requirements.

We recommend a **FAVORABLE** report, in committee for SB0681.

350MoCo

Adat Shalom Climate Action

Cedar Lane Unitarian Universalist Church Environmental Justice Ministry

Chesapeake Earth Holders

Chesapeake Physicians for Social Responsibility

Climate Parents of Prince George's

Climate Reality Project

ClimateXChange – Rebuild Maryland Coalition

Coming Clean Network, Union of Concerned Scientists

DoTheMostGood Montgomery County

Echotopia

Elders Climate Action

Fix Maryland Rail

Glen Echo Heights Mobilization

Greenbelt Climate Action Network

HoCoClimateAction

IndivisibleHoCoMD

Maryland Legislative Coalition

Mobilize Frederick

Montgomery County Faith Alliance for Climate Solutions

Montgomery Countryside Alliance

Mountain Maryland Movement

Nuclear Information & Resource Service

Progressive Maryland

Safe & Healthy Playing Fields

Takoma Park Mobilization Environment Committee

The Climate Mobilization MoCo Chapter

Unitarian Universalist Legislative Ministry of Maryland

WISE

sb681- transportation and climate- FIN, B&T 2-28-'

Uploaded by: Lee Hudson

Position: FAV



Delaware-Maryland Synod
Evangelical Lutheran Church in America
God's work. Our hands.

Testimony Prepared for the
Finance Committee
and the
Budget and Taxation Committee
on
Senate Bill 681
February 28, 2024
Position: **Favorable**

Madam Chair, and Mr. Chairman, and members of the Committees, thank you for this opportunity to testify about caring for creation by decarbonizing the atmosphere. I am Lee Hudson, assistant to the bishop for public policy in the Delaware-Maryland Synod, Evangelical Lutheran Church in America. We are a faith community in three judicatories across our State.

We hold that lowering carbon emissions is a social, economic, and moral necessity for the obvious reasons; fire, drought, flood, sea rise, human displacement, storm catastrophe, infrastructure vulnerability. The *Climate Solutions Act of 2022* accelerated GGR targets in Maryland. The urgency of the necessary is already instructing us that we must do more, sooner. Most projections of GHG caused temperature rise have fallen short of the actual for several decades.

Senate Bill 681 supports the intent of the Climate Solutions Act of 2022 by requiring, before public approval and finance, an assessment that it will not increase vehicle miles traveled and resultant greenhouse gas emissions. Prospective projects would have to present mitigation plans to off-set carbon emissions elsewhere and otherwise, or be subject to cancellation.

We cannot avert the worst that is to come if we continue to buy assets for burning fossil fuel. This Bill will get the intent of the *Climate Solutions Act* more aligned with what is necessary.

We urge your favorable report for **Senate Bill 681**.

Lee Hudson

TCA testimony, ECA.pdf

Uploaded by: Leslie Wharton

Position: FAV

Committees: Senate Finance Committee
Testimony on SB681 Transportation and Climate Alignment Act of 2024
Organization: Elders Climate Action Maryland
Submitting: Leslie Wharton, Chapter Leader
Position: Favorable
Hearing Date: February 29, 2024

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of SB 681. Elders Climate Action Maryland is our state chapter of [Elders Climate Action](#), a nationwide movement of elders striving for a future where our children, grandchildren, future generations, and all life can thrive. We urge you to vote favorably on HB836.

Climate change is one of the greatest threats to our health. The health effects include more vector-borne diseases, more heat-related illnesses such as heat stroke, injuries from wildfires and extreme weather events such as hurricanes and floods, and mental health problems. These issues threaten the lives and health of all Maryland residents, particularly children and the elderly.

One thing that is less often recognized is the close tie between air pollution and greenhouse gas emissions. 88% of Maryland residents live in areas that do not meet EPA air quality standards. Air pollution is a major contributor to absences from work and school, increased healthcare costs, and premature deaths. This can be seen clearly in the high rates of hospitalization for asthma in Maryland, especially in Baltimore. Research shows that decreases in air pollution lead to significant and rapid decreases in asthma hospitalizations. Improvements in health, especially in children and people living in overburdened communities, will be the first benefit we see from decreasing the use of fossil fuels.

Transportation is Maryland's largest source of climate pollution. SB 681, the Transportation and Climate Alignment Act of 2024, would mitigate the negative climate impact of future transportation projects and increases in vehicle miles traveled due to those projects. This is essential for meeting the goals set in the Climate Solutions Now Act.

Mitigation options proposed by the Transportation and Climate Alignment Act of 2024 include improving and expanding public transportation, creating bicycle and pedestrian infrastructure, and other smart growth strategies. Beyond the vital goal of reducing greenhouse gas emissions, these measures can make our air cleaner, provide opportunities for safer walking and biking, and increase equity across Maryland.

Processes similar to the one in this bill are being successfully implemented in Minnesota and Colorado. We would be wise to learn from their example.

We recommend a **FAVORABLE** report for SB681 in committee and passage by the House.

Fact Sheet Transportation and Climate Alignment Ac

Uploaded by: Maryland Clean Transportation Advocates

Position: FAV



Transportation and Climate Alignment Act (“TCA”)

Delegate Mark Edelson (HB 836) and Senator Clarence Lam (SB 681)



We need a strong transportation system that cuts harmful air and climate pollution and enables every Marylander to equitably and reliably access jobs, housing, education, food, healthcare, and recreation no matter where they live. The transportation sector continues to be the largest source of climate pollution in the state, and Maryland has the [second worst average commuting time](#) in the nation.

When Maryland plans future transportation projects, they should **align with the state’s goals to cut greenhouse gas emissions 60% by 2031 and the total miles cars and trucks travel on our roads** (known as Vehicle Miles Traveled) in order to protect our environment, mitigate traffic congestion, and improve mobility.

What Would This Bill Do?

The bill would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and Vehicle Miles Traveled (VMT) caused by planned highway expansion projects over \$10 million. Mitigation actions could include improving and expanding public transit, creating protected bike infrastructure, expanding broadband access, and locating jobs and amenities near where people live and near transit. This will help expand transportation choices while reducing climate pollution.

[Colorado](#) and [Minnesota](#) passed similar legislation in 2021 and 2023, respectively. Now Maryland has an opportunity to serve as a national leader in this growing movement by building off their best practices and bringing transportation planning into alignment with our climate goals. Maryland’s new [Climate Pollution Reduction Plan](#) indicates that reducing VMT is necessary for the state to meet its climate targets. The plan includes a goal to reduce per capita VMT 20% by 2050, which the Rocky Mountain Institute finds would reduce climate pollution by [59 Million Metric Tons](#), which is the same as preventing the annual emissions of over 120 natural gas power plants.

The bill would help comply with the Federal Highway Administration’s new greenhouse gas performance standard which requires state and regional transportation agencies to set goals to reduce greenhouse gas emissions from the transportation sector.

Did you know?

- According to a [2023 survey](#) by the National Association of Realtors, 79% of U.S. residents said being within an easy walk of shops, parks, and other destinations is very/somewhat important and 65% said having public transport nearby is very/somewhat important.
- A 2020 [report](#) by Transportation For America and Smart Growth America found that **the climate benefits of more fuel efficient cars were undermined by increases in driving**. The report indicated that between 2009 and 2017, overall fuel efficiency for cars in the U.S. increased but was offset by increases in driving per capita. Overall, transportation emissions grew by 22%.
- According to an [analysis](#) by the Union of Concerned Scientists, Latinos and African Americans are exposed to 11% and 12% higher particulate matter concentrations from vehicle pollution respectively - compared to the average Maryland resident.

Benefits of investing in transit, cycling, pedestrian infrastructure & supportive land use

Reduces climate and air pollution. Vehicles make up the largest source of climate pollution from the transportation sector in the state. In addition, recent modeling commissioned by the [Sierra Club](#) found that vehicles on the road contribute to nearly 16% of the federal air quality limits for ozone. Strategies that help reduce vehicle trips will cut this pollution.

Makes smart use of limited infrastructure dollars. Effective multimodal transportation investments that serve existing MD communities can reduce VMT and GHG and connect people to jobs. This makes a better use of infrastructure dollars compared to expensive new highways, widening projects and interchanges built for speculative development.

Saves consumers money. The average Maryland household would save \$500 to \$800 a year from new, affordable transportation choices and shorter automobile trips†. If new access to transit or biking networks allows a household to downsize from two vehicles to one, these savings would balloon to up to \$13,000 a year according to a [2023 report](#) from the American Public Transportation Association.

Improves our health. A [2019 report](#) by Rails to Trails found that the health savings from increased physical activity due to active transportation (e.g., cycling, walking) is currently \$20 billion annually.

Create jobs. Every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs. According to a [study](#) by the Political Economy Research Institute, bicycle-only projects created more jobs compared to road-only projects (11.41 jobs vs. 7.75 jobs per \$1 million invested).

Increased safety. Traveling by public transportation is [10 times safer per mile](#) than traveling by car. Access to safe transportation choices would reduce automobile crashes in Maryland and prevent on average 110 crash fatalities per year in Maryland†.

Contact: Lindsey Mendelson lindsey.mendelson@mdsierra.org Casey Hunter chunter@lwmvd.org.
For More Information Visit: <https://tmtcoalition.org/tca>



SB 681 Transportation and Climate Alignment Act_He

Uploaded by: Maryland Health Professionals for Healthy Climate N/A

Position: FAV

February 28, 2024

Finance Committee

FAVORABLE SB 681 Major Highway Capacity Expansion Projects – Impact Assessments and Mitigation Plans

Madame Chairwoman and Members of the Committee:

About 35% of Maryland’s greenhouse gas (GHG) emissions are emitted from the transportation sector, making it the largest contributor to the state’s carbon footprint.¹ 85% of the pollution in this sector originates from personal vehicles and long-haul transportation trucks. Not only is this important in addressing the overall climate crisis, but also, the numerous health issues that are associated with exposure to vehicle emissions, especially those living near heavy traffic areas and highways. We must reduce our transit sector emissions to ensure the health of all Marylanders.

A key tool to achieve a healthy environment for all Marylanders will be to develop smart, emissions-conscious planning for our infrastructure projects. S.B. 681 Transportation and Climate Alignment Act of 2024 promotes this planning, supporting public health and environmental justice. As health professionals, we understand how important the link between the environment and health is, and that is why we support the passage of SB 681.

A key mechanism of S.B. 681 is to require the Department of Transportation to evaluate the projected impact of infrastructure projects 6 years following completion to account for induced demand. While highway widening is frequently touted as easing congestion and hence reducing emissions, these projects frequently result in induced demand and increased Vehicle Miles Traveled (VMT) following expansion of highway capacity.² With an increase in VMT there are increases in greenhouse gas emissions and air pollution, including hazardous ultrafine particulate air pollution known as PM 2.5.³

When we have more vehicles on widened highways traveling more miles, we will see more adverse health impacts directly related to motor vehicles. More deaths from motor vehicle collisions and pedestrians violently struck by increasingly larger, deadlier cars, something we see as health care workers everyday. With cars on the road we expect to see increased emissions and air pollution which will lead to more exacerbations of asthma and chronic obstructive pulmonary disease (COPD), resulting in more wheezing children in our Emergency Departments and breathless adults in our hospitals.

¹ Maryland’s Climate Pollution Reduction Plan. (2023). Maryland Department of Environment.

² Increasing highway capacity induces more auto travel | National Center for Sustainable Transportation. (2023, January 24). <https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-induces-more-auto-travel>

³ SHIFT Calculator. (n.d.). <https://shift.rmi.org/>

Aside from acute concerns, infrastructure projects that increase VMT can lead to the development of chronic diseases. The expected increase in PM 2.5 is particularly concerning given it is known to increase the risk of stroke, heart disease, COPD, lung cancer, asthma, and other diseases.⁴ Each additional mile traveled leads to increased air pollution and particulate matter affecting all of our lungs, but as children breathe faster than adults, their developing lungs are at a higher risk of damage and future lung disease. Moreover, increased air pollution negatively impacts brain health. Air pollution can affect developing children with prenatal pollution exposure associated with increased risk of impaired cognitive abilities, behavioral problems, anxiety, depression, and autism.^{5,6,7} Among older adults, air pollution is associated with increased risks of Alzheimer's disease, Parkinson's disease, and dementia.^{8,9}

When we structure our transportation networks so that cars are the default option, we are also making a choice to limit opportunities for physical activity leading to worse physical and mental health. By limiting VMT in our infrastructure projects, and making our built environment conducive to walking and biking trips we can decrease rates of cardiovascular disease, diabetes, depression and anxiety.¹⁰ Using our limited funding for capital projects to improve access to mass transit and improving pedestrian safety we can reduce social isolation for those unable to drive, improving some of our most vulnerable community members' health and well-being.

We applaud the work of the authors of S.B. 681 for its forward thinking approach to infrastructure, climate, and health. Knowing how important the link between our infrastructure, the environment, and health is, we strongly encourage the legislature to pass the Act.

Thank you for your consideration.

⁴ Roth, G. A., et al. (2018). Global, regional, and national age-sex-specific mortality for 282 causes of death in 195 countries and territories, 1980–2017: a systematic analysis for the Global Burden of Disease Study 2017. *The Lancet*, 392(10159), 1736–1788. [https://doi.org/10.1016/s0140-6736\(18\)32203-7](https://doi.org/10.1016/s0140-6736(18)32203-7)

⁵ Imbriani G., et al. Early-Life Exposure to Environmental Air Pollution and Autism Spectrum Disorder: A Review of Available Evidence. *International Journal of Environmental Research and Public Health*. 2021; 18(3):1204. <https://doi.org/10.3390/ijerph18031204>

⁶ Ellison, J. (2022, July 12). UW study strengthens evidence of link between air pollution and child brain development. <https://www.washington.edu/news/2022/07/12/uw-study-strengthens-evidence-of-link-between-air-pollution-and-child-brain-development/>

⁷ Peterson BS, Rauh VA, Bansal R, et al. Effects of Prenatal Exposure to Air Pollutants (Polycyclic Aromatic Hydrocarbons) on the Development of Brain White Matter, Cognition, and Behavior in Later Childhood. *JAMA Psychiatry*. 2015;72(6):531–540. doi:10.1001/jamapsychiatry.2015.57

⁸ Shi L, et al.. Long-term effects of PM2.5 on neurological disorders in the American Medicare population: a longitudinal cohort study. *Lancet Planet Health*. 2020 Dec;4(12):e557–e565.

⁹ Livingston G, et al. Dementia prevention, intervention, and care: 2020 report of the Lancet Commission. *Lancet*. 2020 Aug 8;396(10248):413–446.

¹⁰ Ding D, Gebel K, Phongsavan P, Bauman AE, Merom D. Driving: a road to unhealthy lifestyles and poor health outcomes. *PLoS One*. 2014 Jun 9;9(6):e94602. doi: 10.1371/journal.pone.0094602.

Written Testimony SB 681 – TCA (2).pdf

Uploaded by: Matthew Girardi

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689

SB 681– Transportation and Climate Alignment Act of 2024

February 28th, 2024

TO: The Honorable Pamela Beidle and Members of the Finance Committee

FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 supports SB 681 and urges the Senate Finance Committee to issue a favorable report. This bill would be a transformative measure both for Maryland’s transportation system and for its environment.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, Fairfax Connector, DASH, and DC Circulator among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

As such, we know that climate pollution often affects working class people first, including Black and brown communities, immigrants, and frontline workers. It hurts our members and our riders alike. Unfortunately, transportation is Maryland’s primary source of climate pollution, and that pollution must be addressed if the state is serious about meeting its goal of reducing emissions by 60% by 2031. The Transportation and Climate Alignment Act of 2024 (TCA) is the vehicle to do just that: aligning expanded transportation with lower emissions options, like extensive, reliable, and accessible mass transit.

Specifically, SB 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel caused by planned highway expansion projects over \$10 million. The Union knows that major highway expansion is not a way to mitigate traffic, increase accessibility, or meet the climate goals this state needs to hit.

Instead, under the TCA, mitigation options include better ideas, like improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland Climate Pollution Reduction Plan’s finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state’s climate goals.

Transit workers effectively serve as the frontline workers to the frontline workers. Likewise, many of our members are blue-collar people, Black or brown, and immigrants. Unfortunately, we have seen time and time again that the places where climate pollution hits the worst are the places where we live. It is time to change that and build a better, healthier, more equitable, and more sustainable transportation system.

In sum, passage of SB 681 would protect our health, reduce traffic congestion, and put our strained transportation dollars where they matter most. With Maryland facing a transportation budget crisis, it’s critical to prioritize spending the state’s scarce dollars on projects that align with its goals to working class people. That means reducing pollution, increasing equity, and expanding transportation choices.

Local 689 thanks Senators Lam and Gile for introducing this worthy measure and urges the committee to issue a favorable report.

Favorable Transportation and Climate Alignment Act

Uploaded by: Maureen Fine

Position: FAV

Support — Transportation and Climate Alignment Act—SB 681/HB836

Sponsored by Del. Edelson and Sen. Lam

Dear Finance Committee Members,

The Transportation sector is the largest source of climate pollution in the state. Future transportation projects must align with the state goals to cut GHG emissions 60% by 2031, and address total Vehicle Miles Traveled in order to protect our environment, mitigate traffic congestion, and improve mobility.

The Union of Concerned Scientists reports that Latinos and African Americans are exposed to 11% and 12% higher particulate matter concentrations from vehicle pollution respectively—compared to the average Maryland resident.

Please invest in a strong, equitable transit system, cycling, pedestrian infrastructure and supportive land use. Please promote a transportation system that enables all Marylanders to get to work, housing, education, food, healthcare, and recreation, while at the same time cutting harmful air and climate pollution.

Please support SB681/HB836.

Thank you,
Maureen Fine
2509 Knighthill Lane
Bowie, MD 20715

Michael Larkin SB 681 Transportation and Climate A

Uploaded by: Michael Larkin

Position: FAV

February 27, 2024

Re: SUPPORT For SB 681 - Transportation and Climate Alignment Act

Dear Members of the Senate Finance Committee,

My name is Michael Larkin, and I am a resident of Silver Spring. I strongly encourage the committee to support SB618, which requires the Maryland Department of Transportation (MDOT) and local transportation planning departments to measure and mitigate any increases in climate pollution and Vehicle Miles Traveled (VMT) caused by planned highway expansion projects over \$10 million. Projects that could mitigate harmful highway expansions could include improving and expanding public transit, building walking and biking infrastructure, and locating jobs and amenities near where people live and near transit. This legislation is a necessary catalyst for achieving the goals Maryland has already set for itself to reduce greenhouse gas emissions from transportation and encourage smarter growth.

Maryland's Climate Solutions Now Act of 2022 requires the state to develop a strategy to reduce greenhouse gas emissions by 60% by 2031 and achieve net zero emissions by 2045. Transportation is Maryland's [single largest source of greenhouse gas emissions](#) at 35% statewide. This is [higher than the national average](#) according to the Environmental Protection Agency. However, funding for planning and constructing highways continues, while transit projects face cuts that are counterproductive to the state's climate and transit equity goals. Maryland simply cannot meet the standards it proclaims to support unless we prioritize more public transit, more and safer pedestrian and bicycling infrastructure, and more transit-oriented development.

More vehicles on the road means more vehicle miles traveled, carbon emissions, and soot in the air. More cars on the road means more congestion and more crashes that endanger pedestrians, bicyclists, and drivers. Investing in additional highways incentivizes car ownership, which is the most expensive form of transportation for individuals. With multimodal transportation options and transit-oriented development, the state can get more for the money it spends by connecting people to jobs and amenities that are built more closely together. [This compact development generates revenue from the economic activity it generates.](#) This legislation is also beneficial for improving health outcomes because it will encourage more active transportation options.

In conclusion, the Transportation and Climate Alignment Act could be renamed Taking What We Already Said Seriously. Maryland's leaders have clearly stated ambitious climate goals. Other states such as [Colorado have passed a version of this legislation.](#) This bill means the state government is serious and will take action. Thank you for your time and consideration.

Sincerely,

Michael Larkin
Silver Spring, MD
Email: MichaelJLarkin@gmail.com

SB0681_Highway_Expansion_Impact_Testimony.pdf

Uploaded by: Michael Loll

Position: FAV



SB0681 - Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Testimony before the Maryland Senate Committee for Finance

February 28, 2024

Position: Favorable

Ms. Chair, Ms. Vice Chair and members of the committee, my name is Michael Loll, and I represent the Green Team of St. John the Evangelist Roman Catholic Church in Columbia, MD. Our group's mission is to care for God's creation as instructed by Catholic social teaching. To that end, we advocate for legislation that protects Maryland's environment and its citizens, particularly those who live in underserved and vulnerable communities. We provide written testimony today in **strong support of SB0735**.

Transportation in Maryland is the biggest source of the state's greenhouse gas emissions (<https://www.sierraclub.org/sites/default/files/2024-02/Fact%20Sheet%20Transportation%20and%20Climate%20Alignment%20Act%20of%202024%20.docx%20%2811%29.pdf>), and produces a variety of toxic air pollutants which affects all residents of the state. Furthermore, Maryland's transportation system is responsible for the nation's second worst commute time. SB0735 seeks to reduce these problems by requiring the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to do the following for transportation expansion projects over \$10 million:

- Assess the impact such projects have on climate pollution and vehicle miles traveled (VMT), a measure used to calculate commute times.
- Mitigate any increases in climate pollution and VMT caused by these projects.

Mitigation may include public transit, locating residences and businesses closer to transit, building bikeways, or by providing more and better broadband internet so that workers would have to travel less. The bill's goal is to make highway expansion cleaner and less disruptive to the communities impacted by it.

Our church emphasizes creation care and looking out for the common good, and this bill meets both of those stipulations.

Thank you for your time and attention.

We encourage a favorable report.

Michael Loll

Columbia, MD

ITDP_Final_Senate_Testimony_on_SB681.pdf

Uploaded by: Michael Replogle

Position: FAV



**Testimony on SB 681
Transportation and Climate Alignment Act of 2024
To Senate Finance Committee**

Date: February 28, 2024

Position: SUPPORT

My name is Michael Replogle and I am submitting this testimony on behalf of the Institute for Transportation and Development Policy (ITDP), a non-profit organization which supports SB 681. I am submitting this testimony as a senior advisor to ITDP's US Program. I also serve as an emeritus member of the ITDP board of directors.

I founded ITDP in 1985 in Silver Spring, MD, to promote more equitable and environmentally sustainable transportation. Today, with a staff of over 180, ITDP works at the forefront of innovation, using technical expertise, direct advocacy, and policy guidance to mitigate the impacts of climate change, improve air quality, and support prosperous, sustainable, and equitable cities. ITDP has worked in more than 100 cities in 30 countries.

I have been actively engaged in transportation policies in the metropolitan Washington/ Baltimore region for 40 years in various roles. I served as Montgomery County Transportation Coordinator for the Maryland-National Capital Parks and Planning Commission for a decade, at one point chairing the technical committee of the Metropolitan Washington Council of Government's Transportation Planning Board. As the DC-based transportation director for the Environmental Defense Fund for 17 years, I was deeply involved in Maryland transportation affairs. After six years as director of ITDP's Washington, DC, office, I was appointed from 2015 to 2021 as New York City's Deputy Commissioner for Transportation. Since then, I have worked as a transportation consultant residing in Anne Arundel County, Maryland.

Today, I am most keenly concerned about how climate change will harm the future for my 5 grandchildren and 4 children, most of whom live in Maryland and northern Virginia. Based on my experience, I say with confidence that only by enacting the Transportation and Climate Alignment Act of 2024 will Maryland ensure that future transportation projects align with state, county, and regional goals of reducing climate pollution by expanding transportation options.

Transportation is Maryland's #1 source of climate pollution. This must be addressed to meet the state's goal of reducing emissions 60% by 2031.

SB 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding

public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland [Climate Pollution Reduction Plan's](#) finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

In addition to reducing climate pollution, SB 681 would protect our health, reduce traffic congestion, save consumers money - an average of \$500 to \$800 per year on vehicle costs - and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

ITDP strongly urges a favorable report on SB 681.

STB MD Assembly 2024 Testimony Bill SB0681 (Transp

Uploaded by: Michael Scepaniak

Position: FAV

Bill: Senate Bill 0681

Bill Title: Transportation and Climate Alignment Act

Position: **Favorable**



Members of the Senate Finance Committee,

This past December, the Maryland Department of Transportation (MDOT) announced a sweeping across-the-board cut to funding for all aspects of Maryland's transportation system. Governor Moore then stepped in to delay most of these cuts for a year, but it is obvious that dollars available for our transportation system are proving to be scarce.

In that light, we urge you to support the Transportation and Climate Alignment Act (SB 0681) sponsored by Senator Lam. We need to make the best use of scarce infrastructure dollars. To do that, it is important to focus our investments on projects that meet state and regional goals to advance equity, improve mobility, and fight climate change.

Maryland established itself as a leader on climate policy with the Climate Solutions Now Act and now our attention must turn to aligning state policies with its already agreed-upon goals. Transformation of our transportation sector has proven to be slow and elusive, despite the fact that it remains the number one source of climate pollution in Maryland.

The Transportation and Climate Alignment Act supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT (Vehicle Miles Traveled) by 2050 is necessary to meet the state's climate goals. To be clear, vehicle electrification is only one part of the solution. Increasing our investments in public transit, bikeways, pedestrian improvements, transportation demand management, parking and congestion pricing, and other strategies that reduce vehicle traffic is needed to meet our climate goals.

This legislation would require MDOT and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle traffic caused by planned highway expansion projects costing over \$10 million. Mitigation actions in the legislation include improving and expanding public transit, creating protected bike infrastructure, expanding broadband access, and locating jobs and amenities near where people live and near transit. MDOT and regional planning agencies would also need to prioritize mitigation actions in overburdened and underserved communities (as defined by the Climate Solutions Now Act) impacted by these highway projects. Such mitigation efforts will help expand people's transportation choices while reducing climate and other harmful air pollution.

We hope the committee finds these points helpful and convincing and we urge its members to **vote for this bill**. Thank you for your time and attention.

[Strong Towns Baltimore](#)

Michael Scepaniak, Co-president

2024-SB 681-FAV.pdf

Uploaded by: Nicholas Marks

Position: FAV



SB 681: Transportation and Climate Alignment Act of 2024
Senate Judicial Proceedings Committee
Terps For Bike Lanes – FAVORABLE

February 6, 2024

Chair Smith and Committee Members,

I am writing this testimony on behalf of Terps For Bike Lanes to express our support for the proposed legislation that requires the Department of Transportation to establish a process for performing major highway capacity expansion project impact assessments. Terps for Bike Lanes believes that such assessments are essential for responsible and sustainable infrastructure development, and this legislation represents a significant step towards achieving that goal.

The legislation mandates the Department of Transportation to establish a systematic process for conducting impact assessments for major highway capacity expansion projects. This process will provide valuable insights into the potential effects of such projects on the environment, communities, and transportation systems. The Department is mandated to use the findings of the impact assessment to determine whether a project meets certain requirements. This ensures that decisions regarding highway capacity expansion are informed by a comprehensive understanding of the potential impacts, fostering responsible and well-informed decision-making.

Research has shown that conducting impact assessments for major infrastructure projects leads to more efficient resource allocation. Understanding potential challenges in advance allows for proactive planning and the allocation of resources to address specific issues, contributing to project success. Impact assessments are vital for considering the community and environmental aspects of major projects. They provide a platform for evaluating the potential social, economic, and environmental consequences, ensuring a more holistic and sustainable approach to infrastructure development. The legislation promotes transparent decision-making by requiring the Department to use the impact assessment as a basis for determining project eligibility. This transparency fosters public trust and ensures that decisions align with the best interests of the community. Terps for Bike Lanes firmly believes that this legislation is a positive step towards responsible infrastructure development. By mandating impact assessments and requiring the development of mitigation plans, the proposed legislation demonstrates a commitment to holistic planning, environmental stewardship, and

community well-being. We urge a Favorable committee report on this legislation and encourage the Senate to pass it on the floor. Thank you for the opportunity to testify.

Sincerely,

Nicholas Marks

President, Terps For Bike Lanes

terps4bikelanes@gmail.com

SB681_IndivisibleHoCo_FAV_Peter Alexander.pdf

Uploaded by: Peter Alexander

Position: FAV



SB681

Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Testimony before the Finance Committee

Hearing February 28, 2024

Position: Favorable

Dear Chair Beidle, Vice-Chair Klausmeier, and members of the committee, my name is Peter Alexander, and I represent the 700+ members of Indivisible Howard County. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today **in support of SB681**. We appreciate the leadership of Senators Lam and Gile for sponsoring this legislation.

Transportation remains the #1 source of climate pollution in Maryland. Maryland has agreed upon goals to reduce statewide emissions by 60% before 2031, but climate is not currently a criterion for prioritizing transportation projects. The **Transportation and Climate Alignment (TCA) Act of 2024** will ensure that future transportation projects align with Maryland's goals of reducing GHG emissions and vehicle miles travelled (VMT).

The bill would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and Vehicle Miles Traveled (VMT) caused by planned highway expansion projects over \$10 million. Mitigation actions could include improving and expanding public transit, creating protected bike infrastructure, expanding broadband access to allow for more telecommuting, and locating jobs and amenities near where people live and near transit. This will help expand transportation choices while reducing climate pollution and VMT.

Colorado and Minnesota have recently passed similar legislation. Maryland can serve as a national leader by building off their best practices and bringing transportation planning into alignment with our climate goals. **Maryland's new Climate Pollution Reduction Plan** indicates that reducing VMT is necessary for the state to meet its climate targets. The plan includes a goal to reduce per capita VMT 20% by 2050, which the Rocky Mountain Institute finds would reduce climate pollution by 59 Million Metric Tons, which is the same as preventing the annual emissions of over 120 natural gas power plants. The bill would also help Maryland comply with the Federal Highway Administration's new greenhouse gas performance standard.

SB681 will reduce GHG emissions and air pollution, use infrastructure spending more efficient, save consumers money, improve citizen's health, create jobs, and improve commuter safety. These are things everyone in Maryland should support.

Thank you for your consideration of this important legislation.

We respectfully urge a favorable report.

Peter Alexander, PhD
Woodbine, MD 21797

SB681_RTC_Fav..pdf

Uploaded by: Quinton Batts

Position: FAV



Testimony on **SB 681/HB 836**
Transportation and Climate Alignment Act of 2024
Senate Finance Committee/ House Appropriations Committee

Date: February 28, 2024/March 6, 2024

Position: SUPPORT

Rails to Trails Conservancy supports **SB 681/HB 836**.

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The **Transportation and Climate Alignment Act of 2024** will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB 681/HB 836 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland [Climate Pollution Reduction Plan's](#) finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

RTC is invested in creating trail and active transportation networks that provide safe and convenient travel by foot, bike and micromobility to routine destinations. Rails to Trails Conservancy is in favor of this legislation because it provides more opportunities to expand the trail and biking infrastructure in Maryland, creating carbon free alternative modes of travel. The Transportation and Climate Alignment Act of 2024 will directly support the Carbon Reduction Program adopted by Maryland on November 15, 2021.

In addition to reducing climate pollution, **SB 681/HB 836** would protect our health, reduce traffic congestion, save consumers money - an average of \$500 to \$800 per year on vehicle costs - and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

We strongly urge a **favorable** report on **SB 681/HB 836**.

Testimony in support of SB0681.pdf

Uploaded by: Richard KAP Kaplowitz

Position: FAV

SB0681_RichardKaplowitz_FAV

2/28/2024

Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON SB#/0681 - POSITION: FAVORABLE

**Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans
(Transportation and Climate Alignment Act of 2024)**

TO: Chair Beidle, Vice Chair Klausmeier and members of the Finance Committee

FROM: Richard Keith Kaplowitz

My name is Richard Keith Kaplowitz. I am a resident of District 3. I am submitting this testimony in support of SB#/0681, Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

The Maryland Department of the Environment will, under this bill, be required to establish the processes they will utilize to generate the project impact assessments for any major highway expansion project.

The strength of this bill is the inclusion of a metropolitan planning organization with DOT to work together to perform impact assessments. Based on that assessment the bill will mandate the development of how they will be affected in any project of any type with a discernable environmental impact. The generation of the mitigation plan will follow and become an additional element for decision making on whether a project proceeds. It will create any constraints on the conduct of and implementation of major highway expansion projects.

This bill ensures that climate change and climate effects from these types of projects is added to the planning and implementation phases.

I respectfully urge this committee to return a favorable report on SB#/0681

SB 681_Maryland Catholics for Our Common Home_FAV.

Uploaded by: Robert Simon

Position: FAV



Maryland Catholics for Our Common Home

Responding to the cry of the Earth
and the cry of the poor.

Hearing before the Senate Finance Committee
Maryland General Assembly
February 28, 2024

**Statement of Support (FAVORABLE)
of Maryland Catholics for Our Common Home on
SB 681, Transportation and Climate Alignment Act of 2024**

Maryland Catholics for Our Common Home (MCCH) is a lay-led organization of Catholics from parishes in the three Catholic dioceses in Maryland: the Archdiocese of Baltimore, the Archdiocese of Washington, and the Diocese of Wilmington. It engages in education about, and advocacy based on, the teachings of the Catholic Church relating to care for creation. MCCH is a voice for the understanding of Catholic social teaching held by a wide array of Maryland Catholics—over 400 Maryland Catholics have already signed our statement of support for key environmental bills in this session of the General Assembly—but should be distinguished as an organization from the Maryland Catholic Conference, which represents the public policy interests of the bishops who lead these three dioceses.

MCCH would like to express its strong support for passage of Senate Bill 681, the Transportation and Climate Alignment Act of 2024. As Catholics, we view care for God’s creation and care for vulnerable groups in society as an integral part of our faith, as taught by recent Popes, including the forceful statements of Pope Francis in his encyclical, *Laudato Si’: On Care for Our Common Home*¹ (2015), and in his more recent apostolic exhortation, *Laudate Deum*² (2023).

The provisions of Senate Bill 681 are responsive to the challenges of building a strong, dependable, less-polluting, and equitable transportation system, consistent with the moral call to action that is part of Catholic social teaching. By requiring the Maryland Department of Transportation and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle miles traveled caused by planned highway expansion projects over \$10 million, this bill will spur actions to create a more balanced and integral transportation system. These actions may include improvements and expansions to public transit, smarter and more humane community design that locates jobs and amenities near where people live and near transit, expansion of opportunities for people to work from their homes through increased broadband access, and creation of protected infrastructure for commuting by bike—all ways to expand and improve transportation choices (which will contribute to an integral improvement to the quality of human life) while reducing climate pollution.

The improvements to Maryland’s transportation policies and systems that will occur as a result of this bill will help our State to meet the environmental and moral imperative and challenge to align our transportation and climate policies.

In *Laudato Si’*, Pope Francis identifies transportation as a key factor in the quality of life in urban areas. He describes transportation’s interlocking challenges of reducing pollution, developing humane urban design, and improving access to and the quality of public transportation as follows:

Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give

priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves.... (*Laudato Si'*, no. 153)

In *Laudate Deum*, Pope Francis emphasizes the need to act now—and to act courageously and decisively—to correct our relationship with our common home. We cannot afford a failure of “conscience and responsibility.” (*Laudate Deum*, no. 52)

For these reasons we strongly urge your support for this bill. Thank you for your consideration of our views and our respectful request for a **favorable** report on Senate Bill 681.

¹ The English text of the encyclical, to which the paragraph numbers in the parentheses, can be found at: https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_enciclica-laudato-si.html.

² The English text of the apostolic exhortation, to which the paragraph numbers in the parentheses refer, can be found at: https://www.vatican.va/content/francesco/en/apost_exhortations/documents/20231004-laudate-deum.html.

TC Testimony on SB 681.pdf

Uploaded by: Robin Budish

Position: FAV



**Testimony on SB 681
Transportation and Climate Alignment Act of 2024
Senate Finance Committee**

February 28, 2024

Position: SUPPORT

Transit Choices supports **SB 681**

Transportation is Maryland's #1 source of climate pollution and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The **Transportation and Climate Alignment Act of 2024** will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB 681 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel (measured as VMT: "Vehicle Miles Traveled") caused by planned highway expansion projects over \$10 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports the Maryland [Climate Pollution Reduction Plan's](#) finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

Transportation is a major driver of climate change and is also a major source of harmful pollutants that significantly impact public health. State transportation investments should align with climate and equity goals; therefore, it is essential to require the state and regional transportation agencies to set goals to reduce greenhouse gas emissions from the transportation sector.

In addition to reducing climate pollution, **SB 681** would protect our health, reduce traffic congestion, save consumers money - an average of \$500 to \$800 per year on vehicle costs - and make smart use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

We strongly urge a **favorable** report on **SB 681**.

Sincerely,

A handwritten signature in black ink that reads "Robin Budish". The signature is written in a cursive, flowing style.

Robin Budish

Director

Phone: 410.340.4878

Email: robin@transitchoices.org

SB0681-Fav Testimony POLICY FOUNDATION OF MARYLAND

Uploaded by: Sarahia Benn

Position: FAV

Policy Foundation of Maryland

Committee: Finance/Budget and Taxation

Testimony on: SB0681-Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

SPONSOR: Senator Lam, Senator Gile

Organization: Policy Foundation of Maryland, TMT Coalition

Person Submitting: Sarahia Benn (CEO/Executive Dir.)

Position: Favorable

Hearing Date: February 27, 2024 1:00PM

Mr. Chair and Members of the Committee, .

I express gratitude for the opportunity to provide testimony in support of SB0681. As representatives of the Policy Foundation of Maryland, our focus lies on advocating for legislation and policies at both the State and County levels that directly impacts Black, Brown, marginalized, low-income communities, and veterans affairs. Environmental legislation holds immense significance for these communities, given their historical and ongoing vulnerabilities.

In essence, the Transportation and Climate Alignment Act of 2024 represents a crucial step forward in our pursuit of a more equitable transportation system. Building upon the precedent set by Colorado and Minnesota in 2021 and 2023, respectively, Maryland now stands poised to join this progressive movement. Embracing this legislation is not just a matter of foresight; it's a practical investment in our collective future.

The stark disparities faced by Black and Brown Marylanders, as well as military veterans, underscore the systemic inequities ingrained within our transportation infrastructure, particularly evident in Southern Harford and across the state. It's imperative that we confront this reality head-on, advocating for transformative change that not only addresses present challenges but also lays the groundwork for a future where every community can flourish, free from the shackles of environmental injustice.

Four reasons the Transportation and Climate Alignment Act (TCA) would positively impact marginalized communities:

1. **Equitable Access to Transportation Choices:** The TCA requires mitigation of increases in climate pollution and Vehicle Miles Traveled (VMT) caused by proposed highway expansion



projects. By expanding public transit, creating protected bike infrastructure, and locating jobs and amenities near where people live and transit, the legislation ensures marginalized communities have more affordable and convenient transportation options, reducing transportation barriers that disproportionately affect them.

2. [Health Benefits for Marginalized Communities](#): Marginalized communities, including African American and Latino populations, often bear a disproportionate burden of air pollution from transportation. By reducing climate pollution and VMT, the TCA would lead to improved air quality, thereby reducing respiratory illnesses and other health disparities prevalent in these communities.
3. **Job Creation and Economic Opportunities**: The TCA's emphasis on investing in public transportation and sustainable infrastructure creates job opportunities, particularly in sectors like public transit and bike infrastructure. As these jobs are created, marginalized communities can benefit from increased employment opportunities and economic empowerment.
4. **Equity in Policy Implementation**: Maryland's demographic makeup has shifted, with a majority of residents now identifying as part of marginalized communities. The TCA ensures equity in policy implementation by addressing the transportation needs and challenges faced by these communities, reflecting their voices and priorities in decision-making processes.

Four financial benefits of the legislation:

1. **Job Creation**: Investments in public transportation and sustainable infrastructure, as mandated by the TCA, create employment opportunities. Every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs, contributing to economic growth and stability.
2. **Cost Savings from Health Benefits**: By reducing air pollution and associated health problems, such as respiratory illnesses, the TCA leads to cost savings in healthcare expenditures. Healthier communities require fewer medical interventions and experience fewer missed workdays, resulting in overall financial savings.
3. **Efficiency in Transportation Spending**: The TCA ensures that transportation projects over \$10 million undergo rigorous assessment and mitigation measures to address climate pollution and VMT. This targeted approach to infrastructure investment maximizes the efficiency and effectiveness of transportation spending, optimizing the allocation of financial resources.
4. **Increased Property Values and Economic Development**: Investments in sustainable transportation infrastructure often lead to increased property values and economic development in surrounding areas. By expanding public transit and improving connectivity, the TCA stimulates economic activity, attracting businesses and investment to communities across Maryland.



Consider the plight of expanding highways without commensurate alternatives. New York serves as a beacon of this principle, having invested in a plethora of public transit options, solidifying its status as a hub for finance, tourism, transit, and coveted residence despite its high cost of living. Maryland, too, faces the grim reality of a climate crisis, evidenced by decades of impactful climate events that imperil our environment, our residents, and the legacy we leave for future generations.

This underscores the paramount importance of passing the Transportation and Climate Alignment Act of 2024. We can no longer espouse values of diversity, inclusion, and equity while disproportionately burdening Black, Brown, & Veteran communities, as exemplified by highway expansion projects that neglect marginalized populations. Our youth, our future, are confined indoors, deprived of the simple joys of outdoor play due to the very air they struggle to breathe.

I could list many more reasons to support this bill and more transit legislation in general but I will stop here.

It is with this conviction that I implore a **FAVORABLE REPORT** on **SB0681**.

Respectfully submitted,

Sarahia Benn
(Policy Foundation of Maryland, Transform Maryland Transportation)

(Dedicated to Black History month)

““I had reasoned this out in my mind; there was one of two things I had a right to: liberty, or death; if I could not have one, I would have the other; for no man should take me alive.””

—[Harriet Tubman](#), abolitionist, African American and American Heroine, 1868

2024-SB681-Transportation-Climate Alignment-FAV.pdf

Uploaded by: Seth Grimes

Position: FAV



SB 681: Transportation and Climate Alignment Act of 2024
Senate Finance Committee
Washington Area Bicyclist Association – FAVORABLE

February 28, 2024

Chair Beidle and Committee Members,

Transportation is Maryland's largest source of climate pollution. SB 681, the Transportation and Climate Alignment Act of 2024, would mitigate the negative climate impact of future transportation projects and increases in vehicle miles traveled due to projects, in accordance with the state's goal of reducing emissions 60% by 2031 and with Maryland Climate Pollution Reduction Plan findings.

The Washington Area Bicyclist Association (WABA) is an advocacy organization with 1,200 Maryland members. We fight for a just and sustainable transportation system where walking, biking, and transit are the best ways to get around,

Mitigation options put forward by the Transportation and Climate Alignment Act of 2024 include improving and expanding public transportation, creating bicycle and pedestrian infrastructure, and other smart growth strategies. This legislation is in complete alignment with WABA's goals and approach. We wholeheartedly endorse it.

WABA urges a Favorable SB 681 committee report and Senate enactment.

Thank you for the opportunity to testify on this legislation.

Seth Grimes, WABA Maryland organizer
seth.grimes@waba.org

SB0681_TCA_ClimateCC.pdf

Uploaded by: Sonia Demiray

Position: FAV



Testimony SB0681 - Transportation and Climate Alignment Act of 2024

Position: FAVORABLE

February 28, 2024

My name is Sonia Demiray, I am the co-founder of the Climate Communications Coalition, a member of the Mid-Atlantic Justice Coalition, and a resident of Frederick County. Our group wholeheartedly endorses the Transportation and Climate Alignment Act of 2024.

We know that transportation is Maryland's biggest source of climate pollution, and must be addressed to meet the state's goal of reducing emissions 60% by 2031. The Transportation and Climate Alignment (TCA) Act of 2024 will ensure that future transportation projects align with the stated goals of reducing GHG emissions by expanding clean transportation options by:

- This bill is key in that it requires mitigation actions such as improving and expanding public transit, creating protected bike infrastructure, expanding broadband access, and locating jobs and amenities near where people live and near transit to reduce Vehicle Miles Traveled (VMT) by Marylanders. Currently many of us are stuck in traffic for hours each week. This bill would start mitigating this polluting waste of time and modernize our infrastructure.
- The bill requires that transportation agencies assess whether a planned project is in compliance with the state's climate targets and goals to reduce vehicle traffic for highway expansion projects that cost over \$10 million.
- Protect our environment and our health, save commuters money, and expand efficient transportation options.
- This bill would help comply with the Federal Highway Administration's new greenhouse gas performance standards which require state and regional transportation agencies to set goals to reduce greenhouse gas emissions from the transportation sector.

All in all, this bill is key to bringing down our emissions and to accelerate a much needed start multi-modal, modern transit system in Maryland. It will save Marylanders money and time in addition to improving our environment and public health. Please vote favorably on SB0681.

Thank you.

###

CSG MD SB681 TCA testimony.pdf

Uploaded by: Stewart Schwartz

Position: FAV

**Testimony on SB 681
Transportation and Climate Alignment Act of 2024
Senate Finance Committee**

Date: February 28, 2024

Position: SUPPORT

The Coalition for Smarter Growth (CSG) supports SB 681. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. The Transportation and Climate Alignment Act will ensure Maryland's transportation investments are aligned with its climate change mitigation goals and provide numerous benefits to the state's residents, workers and communities.

Maryland proved itself a national leader on climate policy by passing the Climate Solutions Now Act. Transportation is the number one source of the state's greenhouse gas emissions, accounting for 35% of its climate warming pollution, and most of it (82%) is from cars and trucks. Rapidly tackling transportation emissions is key to meet the state's goals of reducing emissions 60% by 2031 and reaching net-zero emissions by 2045.

The TCA would advance equity and accessibility, and make smart use of our limited public dollars while reducing climate pollution. SB 681 provides a toolkit to evaluate highway projects and, if needed, make improvements to them by giving communities more options to connect residents to jobs and services, while providing accountability on the state's climate goals.

Maryland's Climate Pollution Reduction Plan estimates that the state must invest \$1 billion per year to meet its climate targets. For this reason, we can't afford to invest public money in projects that take us backwards and cancel out the climate progress of the state's other investments. Climate-oriented transportation investments have the additional benefits of providing more transportation options, increasing safety, and saving families money.

In addition to fostering travel options, the TCA encourages the linking of jobs, housing, services and infrastructure investments to provide more compact, attractive, and competitive communities for doing business and creating a home. This approach has been key to attracting and retaining Fortune 500 firms like Marriott and Choice Hotels, not to mention the FBI, to transit-oriented locations. These walkable, accessible places also lower the combined cost of housing plus transportation – a better indicator of affordability than housing costs alone.

Prince George's County has focused its economic development strategy along the Metro Blue Line, and Montgomery County has made its bus rapid transit, Metro and Purple Line corridors focus areas for economic development. The TCA ensures Maryland designs and selects projects that support these climate-friendly, competitive economic centers.

We ask for a favorable report for SB 681 by the committee. Thank you.

SB 681 - CBF - FWA.pdf

Uploaded by: Doug Myers

Position: FWA



CHESAPEAKE BAY FOUNDATION

Environmental Protection and Restoration
Environmental Education

Senate Bill 681

Major Highway Capacity Expansion Projects – Impact Assessments and Mitigation Plans
(Transportation and Climate Alignment Act of 2024)

Date: February 28, 2024	Position: Support with Amendments
To: Senate Finance Committee Senate Budget & Taxation Committee	From: Doug Myers Maryland Senior Scientist

Chesapeake Bay Foundation (CBF) **SUPPORTS SB 681 with amendments** which requires an impact assessment for transportation projects exceeding \$10 million. Analysis must include quantitative net change in greenhouse gas (GHG) emissions for the sixth year after the project is complete as well as the quantification of vehicle miles traveled in the project area both directly and caused by an induced demand created by the project.

Maryland's Climate Pathway document identifies the transportation sector as second only to energy as a source of greenhouse gases. Highway expansion projects usually proceed from an analysis of transportation deficiencies such as traffic congestion, travel times, and general environmental impact of the project footprint without consideration of the vehicle miles traveled (VMT) or induced demand from the expanded transportation network.

The impact assessment required by SB 681 must determine that the project meets the following requirements:

- The project will not increase GHG emissions;
- The project will not increase vehicle miles traveled;
- The project conforms with the GHG emissions reduction targets specified in the Environment Article; and
- Meets vehicle miles traveled target in the 2024 Annual Attainment Report on Transportation System Performance.

There are provisions in the bill related to redesign that help ensure projects that do not adequately address these factors go back and do so. However, mitigation requirements also provided for in the bill for projects not able to be redesigned do not require a proportional reduction in quantified VMT or GHG.

CBF urges the Committee's FAVORABLE report on SB 681 with amendments that would require a project proponent to quantify the benefits of mitigation measures in reductions of vehicle miles traveled and greenhouse gas emissions.

For more information, please contact Matt Stegman, Maryland Staff Attorney, at mstegman@cbf.org.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403

SB 681_MDCC_Transportation and Climate Alignment A

Uploaded by: Hannah Allen

Position: UNF



MARYLAND
Chamber of Commerce

LEGISLATIVE POSITION:

UNFAVORABLE

Senate Bill 681

**Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans
(Transportation and Climate Alignment Act of 2024)**

Senate Finance Committee

Wednesday, February 28, 2024

Dear Chairwoman Beidle and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce is the leading voice for business in Maryland. We are a statewide coalition of more than 6,800 members and federated partners working to develop and promote strong public policy that ensures sustained economic growth and recovery for Maryland businesses, employees, and families.

Imposing the mandates outlined in Senate Bill 681 will bring highway capacity expansion to a halt, effectively eliminating many expansion projects. Highway congestion imposes significant costs on businesses due to increased transportation time and delays in the delivery of goods and services. These delays can disrupt supply chains, leading to increased operational costs and decreased efficiency. It is also important to consider that employees spend more and more time commuting to and from work. Unreliable commute times lead to lower worker productivity, hinder attraction of talent, and make access to jobs difficult for those lacking transport options. Maryland ranks in the bottom third nationally for per capita transportation infrastructure investment. As Maryland continues to grapple with persistent transportation infrastructure challenges that impact commute times and business operations, SB 681 will further negatively impact our highway system. Instead, the Chamber advocates for a multi-pronged transportation system.

As commutes lengthen and infrastructure funding lags behind, Maryland businesses and residents are facing barriers to inclusive economic growth and reduced quality of life. Efficient, dependable transportation unlocks growth opportunities for Maryland businesses and workers. Maryland's transportation infrastructure serves the backbone of our economy, facilitating access to jobs, supplies and services for individuals, and enabling businesses to reach more customers while also benefiting from the efficient movement of goods, services and people. The Chamber believes that improved transportation networks boost economic opportunity, and we work to advance short- and long-term solutions to statewide transportation needs. Highway expansion projects create jobs, generate economic activity and transform Maryland into a leader in 21st-century transportation solutions. For these reasons, the Chamber respectfully requests an **unfavorable report** on **SB 681**.

MDCHAMBER.ORG

60 West Street, Suite 100, Annapolis 21401 | 410-269-0642

SB681 - Maryland Motor Truck Association - Oppose.

Uploaded by: Louis Campion

Position: UNF



Maryland Motor Truck Association

9256 Bendix Road, Suite 203, Columbia, MD 21045

Phone: 410-644-4600 Fax: 410-644-2537



HEARING DATE: February 27, 2024

BILL NO/TITLE: Senate Bill 681: Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

COMMITTEE: Finance

POSITION: **Oppose**

As the trade association representing trucking companies that regularly travel throughout the state and deliver products to citizens in every jurisdiction in Maryland, the Maryland Motor Truck Association (MMTA) urges the Committee to consider the negative impacts SB681 will have on our region's congestion mitigation efforts.

Safe and reliable truck movements form the backbone of economic growth in the United States. Motor carriers are directly affected by congestion through increased operating costs. Traffic congestion results in wasted fuel, higher labor costs, less safety, greater vehicle wear and tear, and delayed delivery times. According to the American Transportation Research Institute, the cost of congestion to the trucking industry is at its highest level to date. In 2021, the annual cost of congestion to the industry reached an all-time high of \$94.6 billion, up from \$74.5 billion in 2016. On the National Highway System alone, delays and congestion cost commercial truck drivers 1.26 billion hours. **This lost productivity is the equivalent of 460,716 commercial truck drivers sitting idle in traffic without moving for an entire working year.**

The passage of this legislation will only serve to limit the state's ability to meaningfully address our congestion challenges by effectively eliminating large highway capacity expansion projects. For those reasons MMTA asks for an unfavorable report.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a non-profit trade association representing the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

For further information, contact: Louis Campion, (c) 443-623-4223

SB 681_MTBMA_UNF.pdf

Uploaded by: Michael Sakata

Position: UNF



February 28th, 2024

Senator Pam Beidle, Chair
Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

RE: SB 681 – UNFAVORABLE – Major Highway Capacity Expansion Projects – Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Dear Chair Beidle and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

Senate Bill 681 would create an additional process for all major highway capacity expansion projects where total costs would be over \$10 million, to include establishing a process for performing major highway capacity expansion project impact assessments that must be performed before a project may be included in the into the statewide transportation improvement program or the consolidated transportation program (CTP). If it is determined that the project will result in a net increase in greenhouse gas emissions or vehicle miles traveled, they must develop a mitigation plan to eliminate those net increases.

While MTBMA understands the importance of ensuring responsible and thorough assessments, we believe that the proposed legislation is unnecessary and redundant, as there are already processes in place with NEPA and the CTP and furthermore, it may have unintended consequences that could hinder essential infrastructure development. One of our primary concerns is the potential for increased bureaucracy and delays in project timelines. The proposed legislation appears to add a burdensome step to an already complex approval process, potentially discouraging investment in much-needed infrastructure improvements. Timely execution of such projects is essential to addressing the growing transportation needs of our State and ensuring the safety and efficiency of our roadways. Unnecessary delays and uncertainties could lead to increased costs, discourage private investments, and hinder economic development in our region.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on SB 681.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

SB0681.pdf

Uploaded by: Suzanne Duffy

Position: UNF

SB0681 more climate hustling that produces a drain on Maryland and its hard working tax-paying people. This bill is unsustainable, unaffordable and unreliable. #Agenda21 #WEF #UN bad bill.

Another bill NO ONE asked for.

Where is the MONEY coming from?
Is this federally funded? Of course it is!
What are the performance obligations?
What conditions are being imposed?

It seems our basic needs are the UN WEF Agenda21 target:
OUR FOOD
OUR WATER
OUR ENERGY
OUR HOUSING

ALL VIA A MADE UP ENVIRONMENTAL 'CRISIS'...

I adamantly oppose this bill/agenda and recommend any curious or fiscally responsible Maryland citizen-taxpayer to do the same. IT'S WOKE AND WILL MAKE MARYLAND BROKE.

Suzanne Price
AACo

SB 681_MAA_UNF.pdf

Uploaded by: Tim Smith

Position: UNF

CHAIRMAN:
Jeff Graf
VICE CHAIRMAN
David Slaughter

MARYLAND ASPHALT ASSOCIATION



TREASURER:
Paul Bramble
SECRETARY:
Curtis Hall
PRESIDENT:
Tim Smith

February 28th, 2024

Senator Pam Beidle, Chair
Finance Committee
3 East Miller Senate Office Building
Annapolis, MD 21401

RE: SB 681 – UNFAVORABLE – Major Highway Capacity Expansion Projects – Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)

Dear Chair Beidle and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms, and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

Senate Bill 681 would create an additional process for all major highway capacity expansion projects where total costs would be over \$10 million, to include establishing a process for performing major highway capacity expansion project impact assessments that must be performed before a project may be included in the into the statewide transportation improvement program or the consolidated transportation program (CTP). If it is determined that the project will result in a net increase in greenhouse gas emissions or vehicle miles traveled, they must develop a mitigation plan to eliminate those net increases.

While MAA understands the importance of ensuring responsible and thorough assessments, we believe that the proposed legislation is unnecessary and redundant, as there are already processes in place with NEPA and the CTP and furthermore, it may have unintended consequences that could hinder essential infrastructure development. One of our primary concerns is the potential for increased bureaucracy and delays in project timelines. The proposed legislation appears to add a burdensome step to an already complex approval process, potentially discouraging investment in much-needed infrastructure improvements. Timely execution of such projects is essential to addressing the growing transportation needs of our State and ensuring the safety and efficiency of our roadways. Unnecessary delays and uncertainties could lead to increased costs, discourage private investments, and hinder economic development in our region.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on SB 681.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association

Maryland IIJA Funding Report.pdf

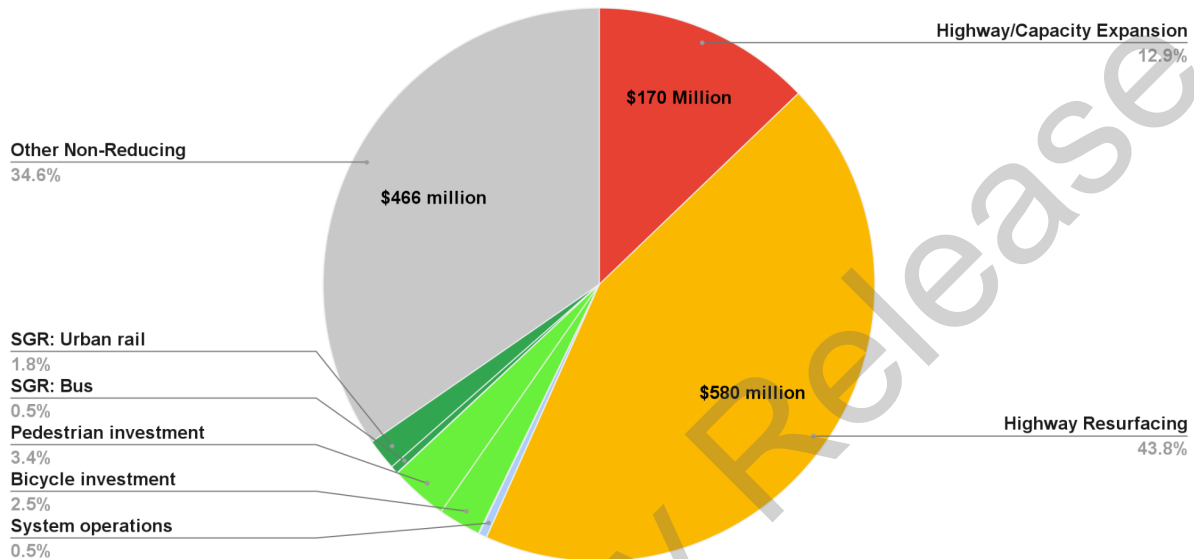
Uploaded by: Corrigan Salerno

Position: INFO

Bipartisan Infrastructure Law Spending Report - Maryland

Obligated IIJA Funds – Maryland

Data sourced from USASpending.gov, updated 2/15/24. Represents 31.33% of anticipated FHWA apportionments and ~10% of FTA apportionments



In an analysis of federal award obligations reported to USASpending.gov, Transportation for America has evaluated **over 1,000** Federal Highway Administration and Federal Transit Administration-funded transportation projects and awards in Maryland, totaling **\$1324267306** in obligated funds.¹ Obligated highway expansion projects will **produce 351,595.19 tonnes of new CO₂** equivalent greenhouse gases over pre-IIJA baseline transportation emissions at 2040.² Considering emissions-reducing projects like transit, active transportation, and electrification, analyzed IIJA-funded projects will reach a **net 35,337 tonnes of new CO₂ equivalent GHGs** by 2040.

Projecting the current spending rate through FY 2026, Maryland's highway/capacity expansion projects will produce over **1,124,236 cumulative tonnes of new CO₂e**. This is the **emissions equivalent to 2.8 natural gas-fired power plants running for one year**.³ While this does not represent all transportation projects in Maryland, federal funding makes up a large portion of states' funding. Most significant projects are at least partially funded by federal programs and this analysis could be considered reflective of highway program priorities.

¹ USASpending.gov www.usaspending.gov/search/?hash=adcabf543cc1b41713ceaa9328f9f801

² Emissions to investment estimated derived from Georgetown Climate Center Transportation Investment Strategy Tool www.georgetownclimate.org/files/report/GCC_Investment_Tool.pdf, using USA average investment CO₂e estimates www.georgetownclimate.org/files/GCC-RMI_State_BIL_Analysis.pdf

³ US EPA www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results



Maryland FHWA and FTA Funding Strategy Breakdown

Analysis based on data reported to USAspending.gov, updated 2/15/24.

GCC Investment Tool Strategy	Reported Obligated \$	CO2e Produced over baseline emissions at 2040
Highway expansion	\$170,403,469	-351,031.15
Highway resurfacing	\$580,233,484	179,872.38
Light duty EV's: vehicles	\$0	0.00
Light duty EV's: infrastructure	\$0	0.00
Electric trucks - MDT/urban	\$0	0.00
Electric trucks - HDT/short-haul	\$0	0.00
Electric school buses	\$0	0.00
Hydrogen trucks - long-haul	\$0	0.00
Electric microtransit	\$0	0.00
Electric transit buses	\$0	0.00
Freight/intermodal	\$14,947	17.79
System operations	\$6,064,137	29,653.63
Travel demand management	\$732,185	3,243.58
Land use/smart growth	\$0	0.00
Bicycle investment	\$32,904,850	13,490.99
Pedestrian investment	\$44,522,872	5,787.97
Micromobility: e-bike ownership subsidies	\$0	0.00
Micromobility: shared e-scooters & e-bikes	\$0	0.00
Shared ride incentives	\$385,322	11.56
SGR: Bus	\$6,162,860	2,834.92
Bus rapid transit	\$0	0.00
Bus service: expansion	\$0	0.00
Bus service: efficiency	\$0	0.00
Transit fare reduction	\$0	0.00
SGR: Urban rail	\$24,475,365	6,118.84
Urban rail	\$0	0.00
Commuter rail	\$0	0.00
SGR: Commuter/intercity rail	\$0	0.00
Passenger rail electrification	\$0	0.00
Intercity rail	\$0	0.00
Other Non-Reducing	\$458,367,816	0.00

SB 681 MDE LOI.pdf

Uploaded by: Les Knapp

Position: INFO



The Maryland Department of the Environment
Secretary Serena McIlwain

Senate Bill 681

***Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation
Plans (Transportation and Climate Alignment Act of 2024)***

Position: Informational with Amendments
Committee: Finance
Date: February 28, 2024
From: Hadley Anthony

The Maryland Department of the Environment (MDE) is providing **INFORMATIONAL WITH AMENDMENTS** testimony on SB 681.

Bill Summary

Senate Bill 681 proposes to add Subtitle 9 to Title 2 of the Transportation Article to require impact assessment and mitigation plan requirements for the Maryland Department of Transportation's (MDOT) procedures in considering major highway capacity expansion projects for the Statewide Transportation Improvement Program or the Consolidated Transportation Program (collectively, "Statewide Transportation Programs"). These additional procedures contain certain environmental prerequisites to ensure the affected programs comply with Statewide greenhouse gas (GHG) reduction targets. Impact assessments for major highway capacity expansion projects required under the bill must conform with GHG emission reduction targets specified in § 2-1205 of the Environment Article. If these and other requirements are not met, MDOT may change the scope of a project, develop a mitigation plan for the project, or halt project development and decline to include it in a Statewide Transportation Program. SB 681 requires MDOT to implement mitigation plans for major highway capacity expansion projects if it learns through an impact assessment that the project will result in a net increase in GHG emissions or other enumerated environmental impacts. Benefits to overburdened or underserved communities impacted by the major highway expansion project is the primary factor MDOT must consider in assessing a mitigation plan.

Position Rationale

This bill would align with Maryland's ambitious statewide climate goals: to reach 60% GHG reductions, compared to 2006 levels, by 2031 and to reach net-zero emissions by 2045. Under this bill, MDE would be required to adopt a methodology for MDOT to determine if a mitigation plan for a major highway expansion project is sufficient for reducing GHG emissions. The methodology would only be used where MDOT first determines that a plan will result in an increase of GHGs and implements a mitigation plan. While MDE supports the overall policy goals of this legislation, MDE cannot develop the methodology required under this bill with existing resources and would need contractual support to create this methodology. Therefore, MDE asks that the requirement for MDE to develop the methodology be removed from this bill.

MDE understands that MDOT will be providing **INFORMATIONAL** testimony on this bill as well. Accordingly, MDE asks for an **INFORMATIONAL WITH AMENDMENTS** report for SB 681.

Bill Amendments

AMENDMENT NO. 1

On page 1, strike beginning with “requiring” in line 13 down through the semicolon in line 15.

AMENDMENT NO. 2

On page 11, in line 7, strike “(I)”; and strike in their entirety lines 10 through 13, inclusive.

On page 12, in line 10, strike “AND METHODOLOGY”.

Amendment Rationale:

For the reasons listed above, MDE asks that the requirement for MDE to develop the methodology be removed from this bill.

MD_Calc_Detailed_Results_ACC2_Scenario.pdf

Uploaded by: Miguel Moravec

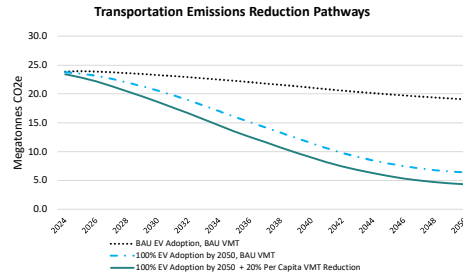
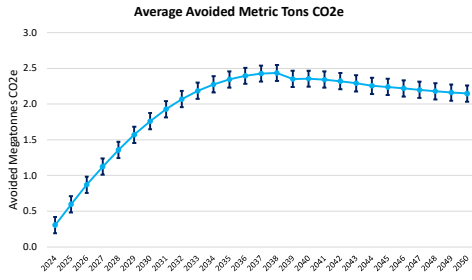
Position: INFO

Benefits of a 20% Per Capita VMT reduction by 2050 in Maryland, given 100% EV Adoption by 2050

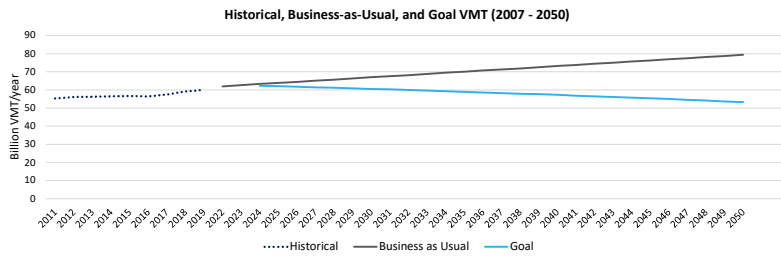
DETAILED RESULTS

CLIMATE IMPACT

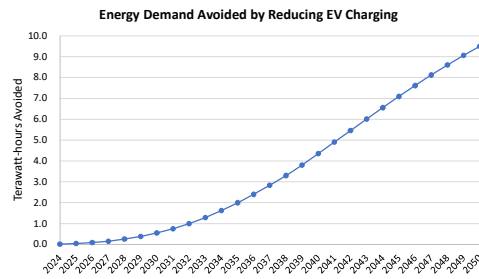
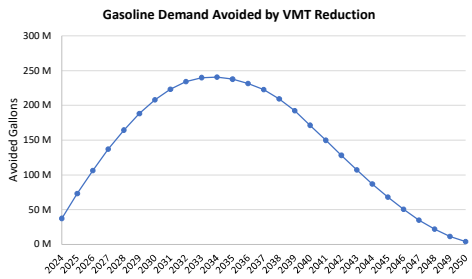
Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Method 1: Avoided Emissions From Fuel & Charging (metric tons CO2e)	2,039,782	55,074,102	By 2050, the cumulative metric tons CO2e savings from both avoided fuel combustion and charging would be equivalent to preventing the annual emissions of 15 coal plants.
Method 1a: ICE Fuel ONLY Avoided Emissions (metric tons CO2e)	1,244,016	33,588,432	Internal Combustion Engine, or ICE, vehicles burn gasoline fuel. Tailpipe emissions from ICE vehicles will impact pollution for decades to come, even as engines become more efficient.
Method 1b: EV Charging ONLY Avoided Emissions (metric tons CO2e)	795,766	21,485,671	Battery Electric Vehicles (EV's) produce no tailpipe emissions and use energy very efficiently. However, until the Maryland grid fully decarbonizes, charging EV's will produce some emissions.
Method 2: 'Net' Avoided Emissions (metric tons CO2e)	1,833,242	49,497,521	VMT reduction may cause trips to 'shift' to other modes that produce emissions. Method 2 conservatively estimates 'net' emission impacts on the transportation system.



Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Avoided VMT (miles)	13,187,890,550	356,073,044,862	By 2050, the cumulative reduction in VMT would be the same as 745,235 round trips from the earth to the moon.



Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Avoided Gasoline Demand (total gallons)	139,934,308	3,778,226,312	This is the same reduction as avoiding the use of 79,342,753 barrels of oil.
Avoided Energy Demand (total TWhs)	3.6	97.7	Cumulatively, this is the same reduction as the energy used by 13,487,464 average American homes in one year.
Avoided Gasoline Demand (gallons per household)	61	1,652	Using today's average gas price of \$3.24/gal, households would save \$5,351.0 from 2024 - 2050. Adjusting for future & local prices, this value becomes \$6,900.57. This result only considers the gas avoided by VMT reduction, rather than gas avoided by electrification.
Avoided Energy Demand (kWhs per household)	1,577	42,578	Cumulatively, this is the same kWh usage as it takes to power 4.3 average US homes in the course of a year. Using Maryland's rate data and projections, this could save a household \$10,341.75 between 2024 - 2050.



AVOIDED CRASHES

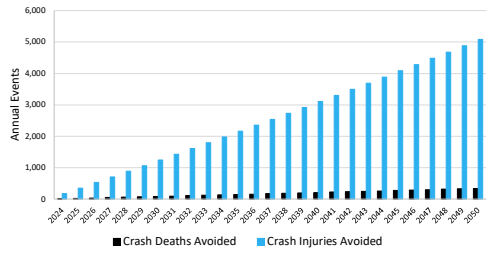
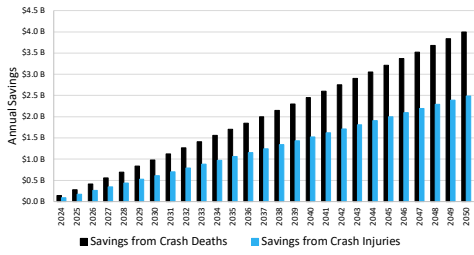
Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Crash Fatalities	171	\$2,023,022,410	4,629	\$54,621,605,082	Avoiding fatalities presents value, both for individual lives and for the economy. This Calculator uses the US DOT Statistical Value of Life (SVL) to estimate savings to Maryland.
Avoided Crash Injuries	2,572	\$1,260,102,942	69,434	\$34,022,779,437	Avoiding injuries presents value, both for individual lives and for the economy. The average savings from avoiding injuries on a per household basis is \$549 per year from 2024 - 2050.

Savings from Avoided Crash Injuries and Deaths

Avoided Crash Injuries and Deaths

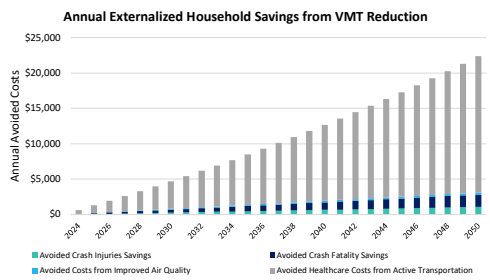
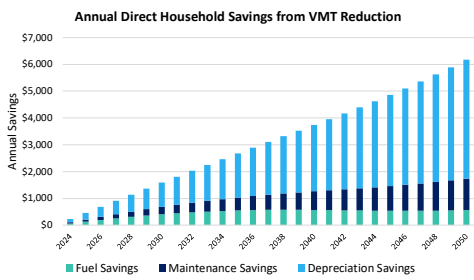
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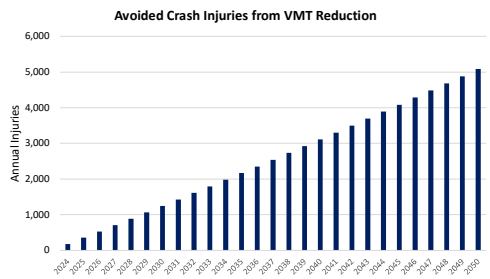
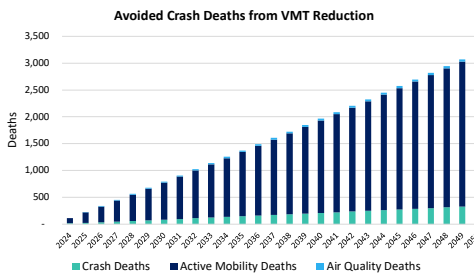


OPERATING COSTS			
Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
Avoided Fuel & Charging Costs (total dollars)	\$1,070,967,142	\$28,916,112,821	Avoiding fuel costs can help families save money for other priorities, including local economic activity.
Avoided Maintenance Costs (total dollars)	\$1,330,039,978	\$35,911,079,394	Avoiding maintenance costs can help families save money for other priorities, including local economic activity.
Avoided Depreciation Costs (total dollars)	\$4,766,810,275	\$128,703,877,436	Less odometer miles means more money in your wallet when its time to sell or trade-in your vehicle. In other words, shorter trips means cars depreciate slower & retain value longer.
Avoided Fuel & Charging Costs (dollars per household)	\$467	\$12,618	The average fuel costs saved would equate to \$38.95 a month, which presents an opportunity to help alleviate strain in household budgets.
Avoided Maintenance Costs (dollars per household)	\$536	\$1,173	The average maintenance costs saved would equate to \$44.69 a month, which presents an opportunity to help alleviate strain in household budgets.
Avoided Depreciation (dollars per household)	\$2,078	\$56,094	Less odometer miles means more money in your wallet when its time to sell or trade-in your vehicle. In other words, shorter trips means cars depreciate slower & retain value longer.
SUM: Avoided Operating Costs (total dollars)	\$7,167,817,394	\$193,531,069,651	The total avoided operating costs is a sum of avoided depreciation, maintenance costs, and fuel expenses.
SUM: Avoided Operating Costs (dollars per household)	\$3,081	\$69,885	The total avoided operating costs is a sum of avoided depreciation, maintenance costs, and fuel expenses. It demonstrates significant financial opportunities for households.

Scroll down →



ROAD SAFETY



ACTIVE TRANSPORT

Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Deaths from Increased Biking	299	\$4,332,549,387	9,258	\$134,309,030,999	Regular exercise presents a significant health savings opportunity through avoided mortality and adverse health outcomes. By shifting a portion of VMT to biking, societal health costs would decrease \$2,168.04 a year on average per household.
Avoided Deaths from Increased Walking	942	\$13,664,194,221	29,198	\$423,590,020,842	Regular exercise presents a significant health savings opportunity through avoided mortality and adverse health outcomes. By shifting a portion of VMT to walking, societal health costs would decrease \$6,837.65 a year on average per household.

AIR QUALITY

Category	Annual (Average)		Cumulative (2024 - 2050)		Why This Matters
	Events	Savings (\$)	Events	Savings (\$)	
Avoided Fatalities from NOx, SOx, PM2.5	8.15	\$116,948,509	758	\$10,876,211,323	Cutting air pollution from transportation prevents fatalities, valued here using the US DOT Statistical Value of Life. Air quality impacts are disproportionately felt by low-income communities, impacting health, financial opportunities, and overall well-being.

CONGESTION

Category	Annual (Average)	Cumulative (2024 - 2050)	Why This Matters
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	Hours	Savings (\$)	Hours	Savings (\$)	
Avoided Traffic	172,293,409	\$3,495,130,291	5,341,095,673	\$108,349,039,023	Reducing time spent in the traffic is the same as saving residents 609,714 cumulative years of travel time between 2024 and 2050.

MD_Calc_Summary_Results_ACC2_Scenario.pdf

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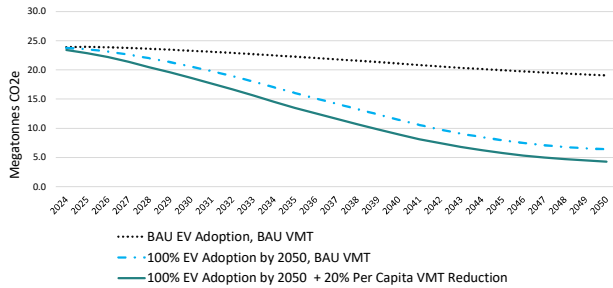
Position: INFO

Benefits of 20% Per Capita VMT reduction by 2050 in Maryland, given 100% EV Adoption by 2050

EXECUTIVE SUMMARY

CLIMATE IMPACT

Transportation Emissions Reduction Pathways



By 2050, EV adoption + VMT Reduction would reduce GHG emissions by up to 55 megatonnes MORE than 100% EV Adoption by 2050 alone

That's the same as preventing the annual emissions of 138 natural gas-fired plants!

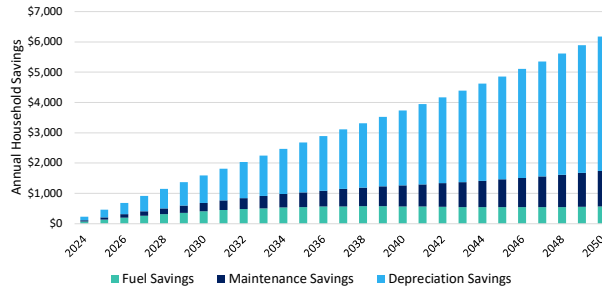
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HOUSEHOLD SAVINGS

On average, 20% Per Capita VMT reduction would save each household \$3,081 a year from reduced automobile fuel, maintenance, and depreciation costs.

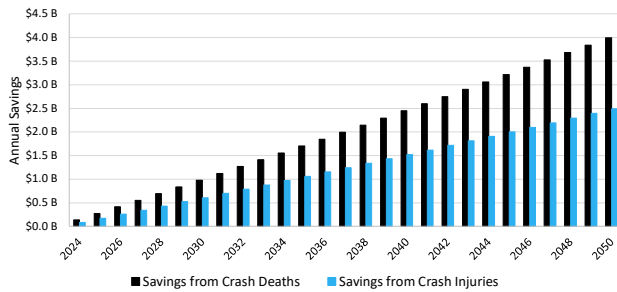
If expanded transportation options allow a family to downsize from two cars to one, household savings increase to \$12,000 a year per vehicle.

Annual Direct Household Savings from VMT Reduction



ROAD SAFETY

Savings from Avoided Crash Injuries and Deaths



On average, 20% Per Capita VMT reduction would prevent 171 crash fatalities and 2,572 crash injuries per year.

By 2050, that adds up to \$89 billion in savings from avoided medical expenses, damages, and productivity losses.

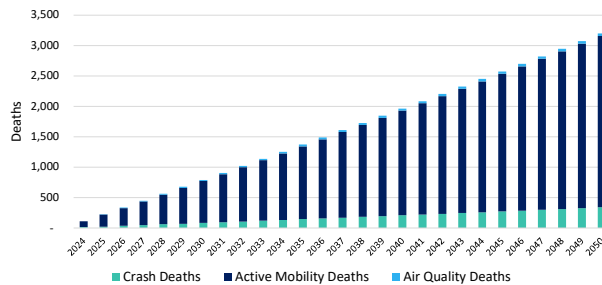
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PUBLIC HEALTH

On average, 20% Per Capita VMT reduction would improve crash outcomes and alleviate mortality risks from air pollution and inactivity health outcomes, saving over 1,420 lives per year.

By 2050 and using the US DOT Statistical Value of Life, this would represent \$657 billion of avoided life loss.

Avoided Deaths from VMT Reduction

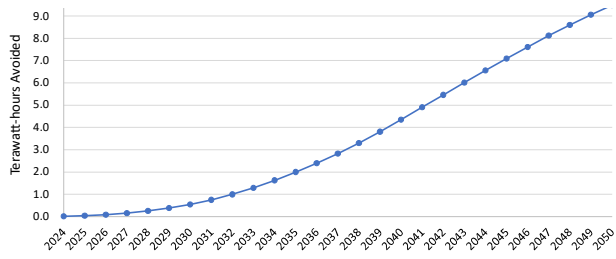


ENERGY DEMAND

Energy Demand Avoided by Reducing EV Charging



By 2050, 20% Per Capita VMT reduction would lower energy



demand by 98 TWh due to reduced electric vehicle charging. This would alleviate strain on the electrical grid to provide reliable service.

That's enough to completely meet New York City's current annual energy demand for 1.9 years!

In the selected EV scenario, 100% EV Adoption by 2050, EVs will be 43% of vehicles by 2035 and will be 99% of vehicles by 2050, requiring new generation from the grid.

SB0681 Baltimore Metropolitan Council Testimony.pd

Uploaded by: Mike Kelly

Position: INFO



**Testimony Presented to the Senate Finance Committee
SB0681(HB0836)– Major Highway Capacity Expansion Projects – Impact Assessments and
Mitigation Plans**

Position: Informational

This testimony is submitted by the Baltimore Metropolitan Council (BMC). BMC is the Council of governments serving the Baltimore region. BMC’s board of directors is comprised of the Mayor of Baltimore City, the County Executives of Anne Arundel, Baltimore, Harford and Howard Counties; Commissioners from Carroll and Queen Anne’s Counties; Delegate Dana Stein, Senate President Ferguson, and Mark Anthony Thomas, who is the Governor’s appointee.

BMC appreciates and supports the intent of the sponsors to reduce greenhouse gas emissions from our transportation system and we look forward to working with them on this issue.

BMC is the host entity of the Baltimore Regional Transportation Board (BRTB). The BRTB is our region’s federally designated Metropolitan Planning Organization. A Metropolitan Planning Organization (MPO) is an entity created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. The BRTB holds one additional designation as a Transportation Management Area (TMA), which designates additional powers and responsibilities to MPO’s representing regions larger than 200,000 people.

Each year, the BRTB publishes its Transportation Improvement Plan (TIP), which is a capital budget document that works closely with the State’s Consolidated Transportation Plan (CTP) to provide federal and State funding to transportation projects in our region. Projects typically are approved in the State’s CTP prior to inclusion in the regional TIP.

HB0836 requires MPOs to perform an impact assessment focused on greenhouse gas emissions on all highway expansion projects over \$10,000,000 before they may be considered for inclusion in the TIP. For all intents and purposes, this includes almost every highway expansion project. BMC, as the host and staff to the BRTB, does not currently have the staff capacity or budget to perform the required analysis. Without knowing more details we are not prepared to estimate a cost for this work.

It is worth noting that the projects in our TIP are nearly identical to the Baltimore area in the CTP. Given that the State is required to perform an identical analysis, we respectfully suggest that the inclusion of MPO analysis in this legislation is redundant and an unnecessary expense.

SB0681 - TSO - Transportation and Climate Alignmen

Uploaded by: Patricia Westervelt

Position: INFO



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

February 28, 2024

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

Re: *Letter of Information – Senate Bill 681 – Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2024)*

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following information on Senate Bill 681 for the Committee's consideration.

Senate Bill 681 requires MDOT to conduct an impact assessment to determine if a major highway capacity expansion project will result in a net increase in greenhouse gas (GHG) emissions or vehicle miles traveled (VMT), and then if the project is to move forward, there shall be a mitigation plan developed and implemented to eliminate the net increases in greenhouse gas emissions or vehicle miles traveled.

The MDOT recognizes the need to consider GHG emissions and VMT in our transportation program, and we are advancing a variety of programmatic initiatives to address the environmental impacts of transportation, alongside efforts to manage congestion challenges that communities face. We look forward to our meeting with the bill sponsor to discuss a potential path forward that addresses MDOT's concerns regarding implementation, feasibility, and Maryland-specific considerations.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 681.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
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