

LWVMD_SB 395_Transportation and Climate Alignment

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Position: FAV



TESTIMONY TO THE SENATE BUDGET AND TAXATION COMMITTEE

SB 395 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

POSITION: Support

By: Linda T. Kohn, President

Date: January 29, 2025

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

The League of Women Voters of Maryland **supports SB 395, the Transportation and Climate Alignment Act (TCA)**, which would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all proposed major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

The TCA would advance more affordable, safe, and clean transportation options while reducing climate pollution. Transportation is Maryland's #1 source of climate pollution, and the second-largest household expense after housing. Marylanders deserve better options - like walking, biking, and transit - to reduce their dependence on car trips and ensure equitable access to opportunities like jobs, education, and healthcare.

SB 395 would not only protect our environment by reducing climate pollution, but would tangibly benefit Maryland's communities. **Community benefits of the TCA include:**

- **Saving Marylanders Money:** Reducing vehicle travel by 20% per capita would save Maryland households over \$3,000 annually.¹ This puts money back in people's pockets that can go towards meeting basic needs and stimulating local economic growth.
- **Connecting Communities:** Only 8.5% of jobs in the Baltimore region are accessible within one hour by public transit.² 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 vehicle travel 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 395**.

¹Warsing, 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.

² O'Malley, B., Norton, E., & Sweeney, D. (2023, December 19). *2023 Transportation Report Card*. The Central Maryland Transportation Alliance. <https://cmtalliance.org/download/2023-transportation-report-card/>

SB0395_Transportation_and_Climate_Alignment_Act_ML

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR SB0395
Transportation – Major Highway Capacity Expansion Projects and
Impact Assessments (Transportation and Climate Alignment Act of
2025)

Bill Sponsor: Senator Hettleman

Committee: Budget and Tax

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: **FAVORABLE**

I am submitting this testimony in favor of SB0395 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.

In order to meet the state's climate goals, we need to stop thinking about highways and roads as our major infrastructure. Transit-oriented development and other alternatives need to become our major focus. Additionally, we need to start thinking more about low-income residents who can't afford cars and/or gas to travel, as well as focusing on the needs of underserved/overburdened communities, which we have ignored in the past.

This bill would require the Maryland Department of Transportation to invest in public transit, walking and biking infrastructure, solar, and transit-oriented development to offset the pollution caused by any major highway expansion projects over \$100 million. It will also require the Department to measure and offset climate pollution from all major capital projects in the state's six-year capital transportation budget. This is a responsible way to plan for the future.

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

CSG MD SB395 TCA testimony.pdf

Uploaded by: Cheryl Cort

Position: FAV

Testimony on SB 395
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee

Date: January 27, 2025

Position: SUPPORT

The Coalition for Smarter Growth (CSG) supports **SB 395**. 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 (TCA)** 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.

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. Electric vehicles alone will not achieve Maryland's climate goals.

The **TCA, SB 395**, would advance equity and accessibility, and make smart use of our limited public dollars while reducing climate pollution. SB 395 provides a toolkit to evaluate planned transportation investments early on, 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 transportation 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, **SB 395** 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 a major focus for 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, SB 395**, ensures Maryland designs and selects transportation projects that support these climate-friendly, competitive economic centers.

We ask for a **favorable report for SB 395** by the committee. Thank you.

TCA Testimony .pdf

Uploaded by: Dean Howell

Position: FAV



Chair Guy Guzzone
and Members, Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, Maryland 21401

January 29, 2025

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

My name is Dean Howell and I am a Policy Fellow at [Greater Greater Washington](#), a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports Senate Bill 395, the Transportation and Climate Alignment Act**, which would allow the Maryland Department of Transportation (MDOT) to offset pollution from major highway expansion projects with investments in infrastructure for public transit, walking, and biking.

SB 395 would require MDOT to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities. **These provisions internalize the costs of the transportation sector that are not currently being accounted for.**

Maryland residents are currently bearing most of the costs of car-centric transportation infrastructure, including the cost of air pollution and its negative health effects, particularly those who live near major roadways. Those who cannot or do not drive also pay in lost opportunities, lower health outcomes from worse healthcare access, and in significantly increased transit time when public transit options are limited or unreliable.

I experience this multiple times a week, as my home in Northwest DC is 30 miles away from a family member's home here in Annapolis. This is typically a 40-minute drive with no traffic. Using public transit typically takes between 2-3 hours between transfers. Their community also has no sidewalks, so I have to choose between taking a rideshare for 1 mile or walking along the



shoulder of a main road. I have to budget an additional 2-4 hours of round-trip commute time, and this substantially limits how often I can see them.

By prioritizing projects that expand public transit and active transportation infrastructure, the Transportation and Climate Alignment Act will support equitable access for every Marylander to job opportunities, education, and healthcare. We ask that the Budget and Taxation Committee give this bill a favorable report.

Sincerely,

A handwritten signature in black ink that reads 'Dean Howell'.

Dean Howell
Policy Fellow

SB0395_Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

January 29, 2025

Testimony on SB 395 – *Transportation and Climate Alignment Act of 2025* – Budget & Taxation Committee

Position: Favorable

The Central Maryland Transportation Alliance supports SB 395, which will help to ensure that the state's transportation investments align with its climate and transportation goals.

SB 395 requires the Maryland Department of Transportation (MDOT) to measure and mitigate any increases in climate pollution and traffic caused by highway expansion projects over \$5 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 Governor Moore's Executive Order directing a whole of government approach to addressing the climate crisis and 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 395 would save consumers money - an average of \$3,271 per household each year on vehicle costs - and make strategic 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 will actually, measurably achieve its goals.

We encourage a FAVORABLE report for Senate Bill 395.

ECA testimony TCA.pdf

Uploaded by: Frances Stewart

Position: FAV



**Testimony on SB 395
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee**

Date: January 29, 2025

Position: SUPPORT

Elders Climate Action Maryland strongly supports **SB 395**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

As elders, we are concerned about current and future generations, but we are especially aware of issues that affect our generation and our grandchildren. We see important benefits from this bill in three areas beyond the vital goal of reducing greenhouse gases.

1. Both children and elders are particularly sensitive to the health effects of air pollution from diesel trucks and other internal combustion vehicles. This bill would decrease exposure to these dangerous pollutants.
2. Physical activities like walking and biking are vital for the health and wellbeing of both generations. Proper pedestrian and biking infrastructure is essential for those activities to be done safely.
3. Many elders do not drive, and most of our grandchildren are too young to do so. Public transit and good biking and pedestrian infrastructure are important for our mobility.

This bill would be of great benefit in all these areas.

SB 395 would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,000 per household each year on vehicle costs](#). 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 air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a **favorable report on SB 395.**

Frances Stewart, M.D.

Chapter Co-Leader

Elders Climate Action Maryland

Frances@eldersclimateaction.org

301-7180446

SB395- Transportation and Climate Alignment Act_He

Uploaded by: Healthy Climate Maryland N/A

Position: FAV



January 29, 2025

Budget and Taxation Committee

FAVORABLE SB 395 Transportation and Climate Alignment Act of 2025

Mr. Chair 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. The Transportation and Climate Alignment Act of 2025 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 395.

A key mechanism in this bill is to require the Maryland Department of Transportation to evaluate the projected impact of infrastructure projects. While highway widening is frequently touted as easing congestion and reducing emissions, these projects often 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 (GHG) emissions and air pollution, including hazardous ultrafine particulate air pollution known as PM 2.5.³

Aside from acute concerns related to increased air pollution and GHG emissions, infrastructure projects that increase VMT can contribute 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 This can most severely impact children, as they breathe faster than adults and 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

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/>

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)

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}

Through the Transportation and Climate Alignment Act, we are investing in our built environment being more conducive to walking and biking. As a result, we would expect decreased 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 SB 395 for its forward thinking approach to infrastructure, climate, and health. Knowing how important the link between our infrastructure, the environment, and health is, we encourage a favorable report on the Transportation and Climate Alignment Act of 2025.

Thank you for your consideration.

About Healthy Climate Maryland

United by a shared commitment to the health and well-being of all Marylanders, Healthy Climate Maryland is a coalition of dedicated public health and medical professionals that seeks to address climate change and environmental challenges by focusing on their impacts on public health. We are working to educate, advocate, and build strong partnerships towards a healthier, more sustainable future for Maryland.

About the Maryland Public Health Association

The Maryland Public Health Association (MdPHA) is one of the oldest and most vibrant state affiliates of the American Public Health Association (APHA) and Maryland's leading professional organization for those working in the field of public health. MdPHA remains dedicated to increasing health equity for Marylanders through advocacy and community collaborations. We are committed to engaging the public health community in networking and educational events, advocacy activities and in emerging issues affecting the health of Marylanders.

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.

Transit and Health_An Intersectional Issue_012425.

Uploaded by: Healthy Climate Maryland N/A

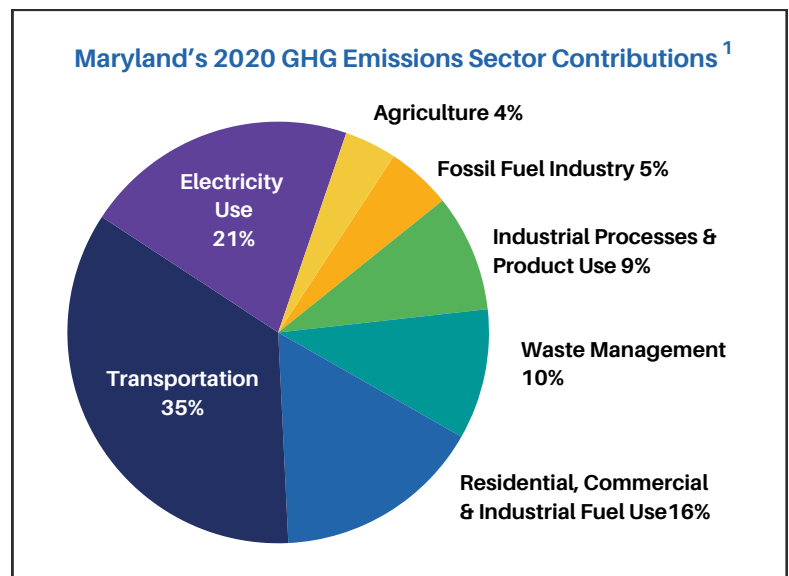
Position: FAV



Transit and Health: An Intersectional Issue

The ways we commute, travel, and transport goods have interweaving impacts on our environment and on the health of individuals and communities through their effects on the air, water, land, and climate. After World War II, the United States [prioritized](#) cars when building the roads, parking lots, and highways that make up our transportation infrastructure.

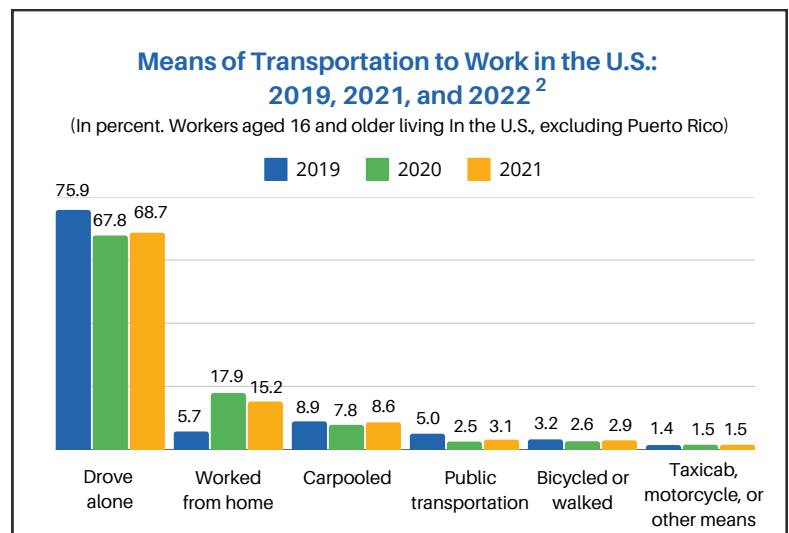
The transportation sector is the largest contributor of both Maryland’s and the United States’ total greenhouse gas emissions. Evaluating our transportation system, not only through its direct emissions, but also through its overlapping effects on other aspects of the built environment is necessary to recognize and reverse these trends that harm our health.



INFRASTRUCTURE AND THE ENVIRONMENT

The prioritization of car-focused infrastructure creates a cycle of car dependency and continued incentivization of more car infrastructure at the cost of our environment and health. In the United States, 91.7% of all households own [at least one car](#), 68.7% of work commutes are done [solo](#), and 97% of all [daily traveling](#) is done via personal vehicle or ride share service.

To accommodate this mode of travel, land must be dedicated to roadways and parking surfaces. Around [50-60%](#) of space in downtown business districts is dedicated towards car infrastructure. Vehicle emissions pollute the air, and runoff from paved surfaces contaminates water and soil.

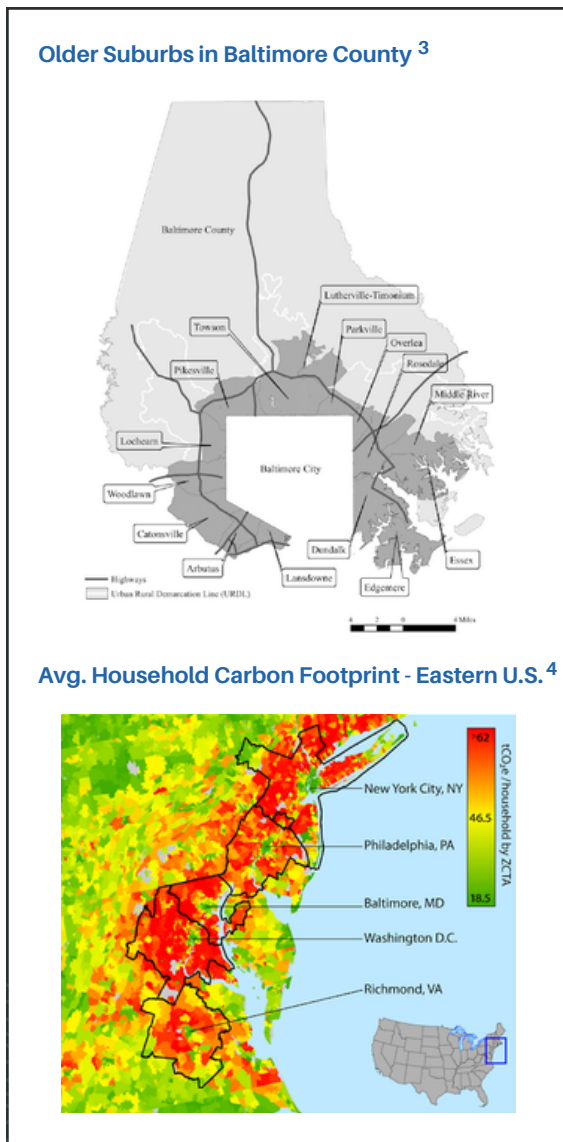


Air-Water-Soil

Fossil fuel combustion and tire and brake wear produce a variety of pollutants referred to as Transit-Related Air Pollution (TRAP). These include Carbon Dioxide, Nitrogen Oxides, Volatile Organic Compounds (VOCs), and Particulate Matter 2.5 microns or less (PM_{2.5}), which contribute to environmental and health problems. These TRAP pollutants are associated with various respiratory diseases such as asthma and chronic obstructive pulmonary disease (COPD), heart disease, and cancer. An estimated [7,100 premature deaths](#) have been attributed to traffic emissions in the northeast United States alone. [See detailed outcomes table.](#) Billions of dollars are spent yearly in healthcare costs from illnesses caused or exacerbated by TRAP. It is estimated that Maryland incurred [\\$6 billion dollars](#) in excess health care costs from illnesses related to TRAP in 2016 alone.

Vehicle pollution contaminates land and water. Runoff from impermeable paved surfaces washes pollutants into adjacent soils and nearby bodies of water. A [study](#) conducted at the University of Toronto found that pollution levels were much higher in waterways located near heavier trafficked roadways, implicating traffic-related pollution as a major cause of this contamination. Contamination also poses a problem for our supply of drinkable water and safe food supplies, as crops produced in contaminated soil can cause illness.

Urban Sprawl



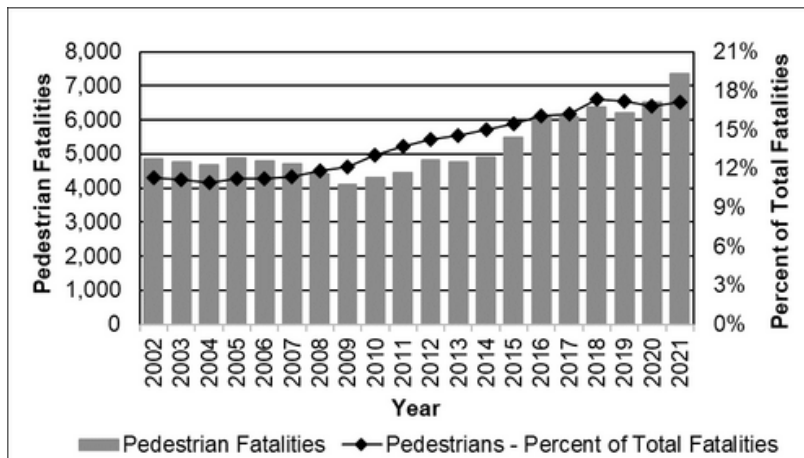
The United States' suburban development proliferated with the mass production of [personal vehicles](#). Land farther away from downtown was less expensive for development. This allowed those who owned cars and could afford these newer homes to move. Many were unable to afford this or were unable to move because of [segregation](#). [Typical characteristics](#) of urban sprawl are low-density single-family houses, road patterns necessitating personal vehicles for even short-distance trips, radial growth patterns surrounding city centers (development surrounding Baltimore is an example of this), and "strip development," an outward extension of major roadways lined with commercial/residential buildings.



These patterns exacerbate many of our air, soil, and water issues due to the large surface areas paved for driving and parking. In addition, as development grows farther from city centers, [vehicle-miles traveled](#) rises resulting in increased traffic congestion. Concurrently, the carbon footprint increases noticeably as distance increases from city centers. There is an increased demand for fuel, resulting in increased carbon emissions, especially for the [transportation sector](#).

Additionally, road safety is an issue, especially with the growth in vehicle miles traveled. Pedestrian injuries and fatalities have [risen](#) over the last decade.

Pedestrian Fatalities in Motor Vehicle Crashes, 2002 to 2021⁵



7,522 people were struck and killed while walking in 2022, an average of more than 20 per day. Black and Native Americans, older adults, and people walking in low-income communities die at higher rates and face higher levels of risk.

Destination Access and Urban Heat Islands

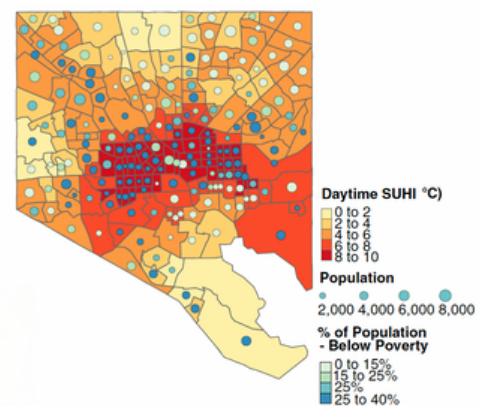
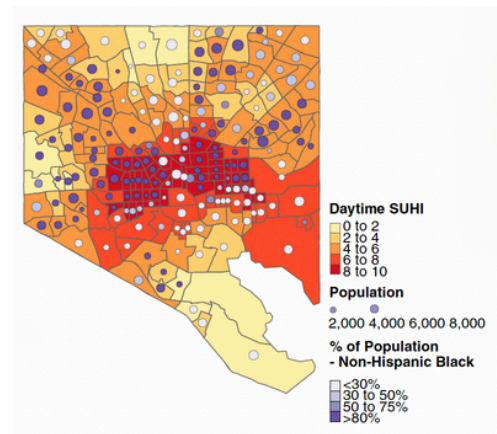
A side effect of urban sprawl and car-centric urban planning is that many people in the United States cannot reach necessary locations without a personal vehicle. It is estimated that [5.8 million](#) people in America have missed medical appointments or have rescheduled due to lacking adequate transportation. Similar [scenarios](#) exist for access to grocery stores, education, and employment.

The large amount of surface area paved for vehicles contributes to another environmental hazard known as the Urban Heat Island effect. This occurs when the surface and air temperature is measurably hotter within a city than the surrounding area. Concrete and asphalt absorb heat, raising the temperature and exacerbating health-related impacts such as heat illnesses. In a heat wave, mortality rates [increase](#) by 6% for every 1.8-degree Fahrenheit increase in temperature. When neighborhoods have more impervious surfaces that retain heat, road orientations that obstruct wind flows, and a lack of urban canopy, residents are at increased risk for adverse health outcomes.

Green Spaces

When more surface area is dedicated to roads and parking areas, there is less space available for parks and vegetation. A lack of green space not only contributes to an increased Urban Heat Island Effect, but also misses the opportunity to filter air pollution and reduce urban noise levels. Urban green spaces can improve health by providing a public open space for physical activity, recreation, and increased social connectivity. Added vegetation also absorbs more carbon dioxide, one of the main drivers of climate change.

Distribution of Surface Urban Heat Island Intensity (SUHI) by Race and Income in Baltimore, MD⁶



PHYSICAL/MENTAL HEALTH

Physical Activity

Designating space that invites physical activity will incentivize its use. Commuting in personal vehicles leads to physical inactivity, which is highly associated with heart disease and high blood pressure. The prioritization of urban space for personal vehicles creates a less [inviting, less safe environment](#) for pedestrians and bikers. More infrastructure dedicated to travel via walking, bicycle, and public transit, or a mix of these, leads to more active transportation with the added benefit of lower carbon emissions from a reduced number of cars on the road.



Stress

Driving is stressful, particularly when traffic is heavy, and the stress of daily commuting can have adverse effects on physical and [mental health](#). [Researchers](#) have found evidence of mental health impacts from the time and expense of commuting to and from work. In the United States, the amount of money spent on personal vehicles averages approximately [\\$1000 a month](#). More sprawl and congestion contribute to more vehicle miles and time spent commuting, exacerbating stress.

Inequitable Conditions

All of these issues are not experienced equally across populations. [Numerous studies have found](#) that lower income, Black, and Brown neighborhoods are disproportionately exposed to many unhealthy environmental conditions, such as living near [high-traffic](#) roadways, leading to heavier exposure to pollutants. These communities are also located in urban areas with less green space, contributing to [worse air quality](#) and [higher ambient temperatures](#). These populations are more likely to have lower economic status, making car ownership less likely. Furthermore, the cost of car ownership for lower income households is a higher percentage of household budget, causing more economic [strain](#).

CLIMATE CHANGE

Addressing climate change includes addressing the environmental inequities it exacerbates. The transportation sector is the largest contributor to greenhouse gas emissions, and there is a tremendous opportunity to reduce these impacts. Increased use of electric vehicles is a positive effort toward reducing the overall carbon load, while an extensive reexamination of our transportation system is also needed. Increasing support for cleaner, low-carbon modes of transportation, including public transit and pedestrian access, is necessary to slow the effects of climate change on our health and environment.

1 Maryland Department of the Environment. (2022). *Reducing greenhouse gas emissions in Maryland: A progress report*. mde.maryland.gov/programs/air/ClimateChange/Documents/GGRA%20PROGRES%20REPORT%202022.pdf

2 Burrows, M. & Burd, C. (2024). *Community in the United States: 2022. American Community Survey briefs*. U.S. Census Bureau, U.S. Department of Commerce. www2.census.gov/library/publications/2024/demo/acsbr-018.pdf

3 Hanlon, B., & Airgood-Obrycki, W. (2018). *Suburban revalorization: Residential infill and rehabilitation in Baltimore County's older suburbs*. Environment and Planning A: Economy and Space. doi.org/10.1177/0308518X18763607

4 Jones, C. & Kammen, D. (2013). *Spatial distribution of U.S. household carbon footprints reveals suburbanization undermines greenhouse gas benefits of urban population density*. Environmental Science & Technology Journal. coolclimate.berkeley.edu/maps

5 National Highway Traffic Safety Administration, U.S. Department of Transportation. (2021). *Pedestrian safety*. www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety

6 Hsu, A., Sheriff, G., Chakraborty, T., & Manya, D. (2021). *Disproportionate exposure to urban heat island intensity across major U.S. cities*. www.nature.com/articles/s41467-021-22799-5



Learn more: Scan the code or visit healthyclimatemaryland.org

SB0395 LOS Transit and Climate Alignment Act.pdf

Uploaded by: Jed Weeks

Position: FAV



January 27, 2025

Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West Wing
11 Bladen Street
Annapolis, MD 21401 - 1991

SUPPORT: SB0395 Transportation and Climate Alignment Act

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of SB0395.

The Transportation and Climate Alignment Act builds off of successful legislation in other states, ensuring that scarce transportation funding is used in a fiscally responsible manner by only funding projects that advance Maryland's adopted emissions and VMT reduction targets.

Many of the neighbors we represent lack access to a car, and do not benefit from road widenings in suburbs. The resulting induced demand, sprawl, and poor air quality from those widenings means the rest of the state doesn't benefit from them either. We simply have to start making smarter investments with our transportation dollars.

Investments in transit, active transportation, and accessibility for pedestrians have been shown time and again to have a positive return on investment, strengthening Maryland's economy more than any road project.

This legislation would not prevent a choice to invest in road widening, but it would require us to offset the negative externalities of that choice by funding more economically and environmentally productive projects.

We urge the committee to support SB0395 and help advance access to opportunity for all Marylanders.

Sincerely,

Jed Weeks
Executive Director

BikeAAA-FAVSB395Transp&Climate20250127.pdf

Uploaded by: Jon Korin

Position: FAV



Support SB395 MDOT Prioritization

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

Senate Budget & Committee
Annapolis, MD 21401-1991

January 27, 2025

RE: SUPPORT SB395 To reduce congestion, protect the environment and lower costs

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County (“BikeAAA”), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it’s more than 1,000 members, we support SB395.

This bill is about much more than climate. It will

- Reduce traffic congestion
- Lower the cost of travel
- Promote health
- Provide safe, affordable and equitable transportation choices
- Make Maryland a more attractive and affordable place to live, work and visit
- Align with Maryland’s commitment to Complete Streets, Vision Zero and multimodal transportation

To achieve both Maryland’s climate and transportation goals, there is a need to create a safe transportation system which allows all people to get to their destinations safely on foot or wheels. The Transportation and Climate Act would create resources to design Complete Streets that are safe for all forms of transportation. Mitigation projects would build trails, sidewalks, and safe intersections across the state enabling people to get to jobs, school, shopping, and recreation using non-motorized transportation, which reduces vehicle miles travelled and greenhouse gas emissions. This bill helps Maryland achieve bold goals for multi-modal transportation, public health, and environmental restoration.

Please support SB395 to reduce traffic congestion and GHG while improving safety, especially for people who travel without cars.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

Gonzales Report - Sierra Club TCA - January 2025.p

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★ GONZALES ★
Polls, Inc.



MARYLAND POLL

January 2025

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Background and Methodology

Patrick E. Gonzales graduated magna cum laude from the University of Baltimore with a degree in political science.

His career in the field of public opinion research began in the mid-1980s as an analyst with *Mason-Dixon Opinion Research*. During this time, Mr. Gonzales helped develop, craft and implement election surveys and exit polls for television and radio in the Baltimore-Washington D.C. metro area.

Mr. Gonzales has polled and analyzed thousands of elections in Maryland and across the country over the past forty years. Further, he and his associates have conducted numerous market research projects, crafting message development plans and generating strategy blueprints for businesses and organizations throughout the state.

Over his decades of conducting public opinion polls, Patrick Gonzales has been widely recognized by his peers for his ability to conduct unbiased surveys, and analyze the results in an impartial, evenhanded manner.

Mr. Gonzales appears frequently on radio and television in the Baltimore-D.C. region as a guest commentator.

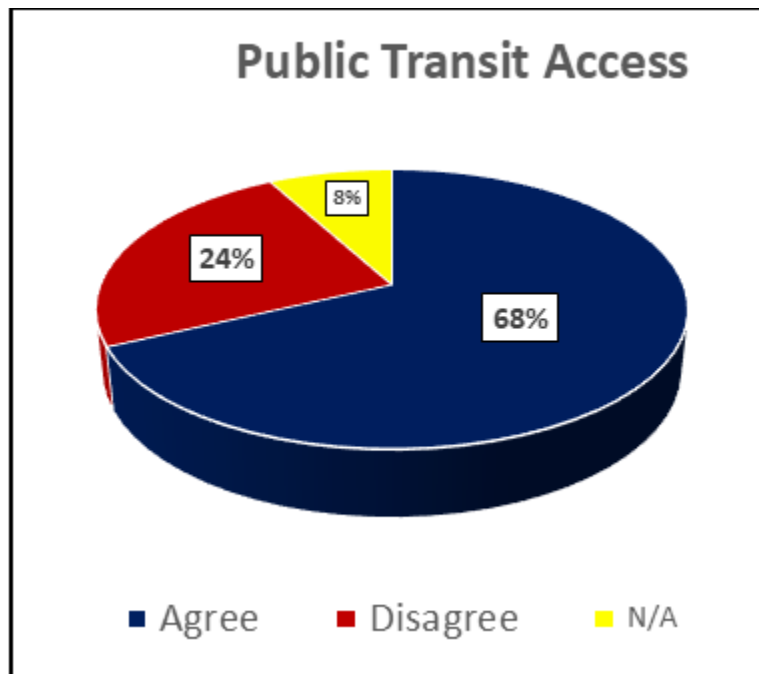
This poll was conducted by ***Gonzales Research & Media Services, Inc.*** from December 27th, 2024 through January 4th, 2025. A total of 811 registered voters in Maryland, who indicated they are likely to vote in the next election, were queried by live telephone interviews, utilizing both landline and cell phone numbers. A cross-section of interviews was conducted throughout the state, reflecting general election voting patterns.

The margin of error (MOE), per accepted statistical standards, is a range of plus or minus 3.5 percentage points. If the entire population was surveyed, there is a 95% probability that the true numbers would fall within this range.

Gonzales Maryland Poll – January 2025 TCA Results

Transportation Climate Alignment

Among Maryland voters, 68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses (41% strongly agree and 27% somewhat agree), while 24% disagree (14% strongly disagree and 10% somewhat disagree), with 8% offering no response.



Eighty-three percent of Democrats agree that having better public transit would help them and their families reduce time sitting in traffic or save money, as do 68% of unaffiliated voters.

Among Republicans, 40% agree and 44% disagree.

| Public Transit Access | <u>Agree</u> | <u>Disagree</u> |
|------------------------------|---------------------|------------------------|
| Statewide | 68% | 24% |
| Democrat | 83% | 11% |
| Republican | 40% | 44% |
| Independent | 68% | 28% |
| White | 65% | 26% |
| African American | 74% | 20% |
| Other | 69% | 22% |
| Women | 68% | 25% |
| Men | 68% | 21% |
| 18-34 | 74% | 19% |
| 35-49 | 70% | 21% |
| 50-64 | 65% | 28% |
| 65 and older | 66% | 24% |
| Rural Maryland | 57% | 29% |
| Baltimore City | 82% | 16% |
| Baltimore Suburbs | 65% | 27% |
| Washington Suburbs | 73% | 19% |

Seventy-eight percent of Marylanders say that they support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by increased driving (52% strongly support and 26% somewhat support), while 19% oppose this (9% strongly oppose and 10% somewhat oppose).

| Invest in Public Transit | <u>Support</u> | <u>Oppose</u> |
|---------------------------------|-----------------------|----------------------|
| Statewide | 78% | 19% |
| Democrat | 84% | 12% |
| Republican | 63% | 36% |
| Independent | 83% | 13% |
| White | 78% | 20% |
| African American | 79% | 16% |
| Other | 79% | 18% |

An overarching 88% say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking (62% strongly support and 26% somewhat support), while only 10% oppose (3% strongly oppose and 7% somewhat oppose).

| Additional Choices | <u>Support</u> | <u>Oppose</u> |
|---------------------------|-----------------------|----------------------|
| Statewide | 88% | 10% |
| Democrat | 96% | 3% |
| Republican | 72% | 25% |
| Independent | 89% | 7% |
| White | 87% | 11% |
| African American | 93% | 6% |
| Other | 84% | 11% |
| Women | 89% | 9% |
| Men | 88% | 11% |
| 18-34 | 94% | 4% |
| 35-49 | 90% | 8% |
| 50-64 | 85% | 13% |
| 65 and older | 86% | 11% |
| Rural Maryland | 83% | 12% |
| Baltimore City | 94% | 5% |
| Baltimore Suburbs | 85% | 14% |
| Washington Suburbs | 93% | 6% |

Appendix A: Data Tables

QUESTION 1: Public Transit Access *Please indicate whether you agree or disagree with the following statement:*

“Having access to better public transit, and safer and more convenient walking and biking, would help me and my family reduce our time sitting in traffic or save us money on our transportation expenses?”

| <u>ACCESS TO BETTER PUBLIC TRANSIT</u> | <u>Number</u> | <u>Percent</u> |
|--|---------------|----------------|
| Agree | 553 | 68.2 % |
| Disagree | 191 | 23.6 % |
| No answer | 67 | 8.3 % |
| Total | 811 | 100.0 % |

N=811

| <u>ACCESS TO BETTER PUBLIC TRANSIT</u> | | |
|--|-----------------|------------------|
| <u>Agree</u> | <u>Disagree</u> | <u>No answer</u> |

RESULTS

| | | | |
|-----------|--------------|--------------|------------|
| Statewide | 553 68.2% | 191 23.6% | 67 8.3% |
|-----------|--------------|--------------|------------|

N=811

| <u>ACCESS TO BETTER PUBLIC TRANSIT</u> | | |
|--|-----------------|------------------|
| <u>Agree</u> | <u>Disagree</u> | <u>No answer</u> |

PARTY REGISTRATION

| | | | |
|--------------|--------------|-------------|-------------|
| Democrat | 357 82.8% | 48 11.1% | 26 6.0% |
| Republican | 90 40.2% | 99 44.2% | 35 15.6% |
| Unaffiliated | 106 67.9% | 44 28.2% | 6 3.8% |

N=811

| <u>ACCESS TO BETTER PUBLIC TRANSIT</u> | | |
|--|-----------------|------------------|
| <u>Agree</u> | <u>Disagree</u> | <u>No answer</u> |

RACE/ETHNICITY

| | | | |
|------------------|--------------|--------------|------------|
| White | 309 64.9% | 122 25.6% | 45 9.5% |
| African American | 181 74.2% | 49 20.1% | 14 5.7% |
| Other/No answer | 63 69.2% | 20 22.0% | 8 8.8% |

N=811

| | ACCESS TO BETTER PUBLIC TRANSIT | | |
|---------------|---------------------------------|--------------|-------------|
| | Agree | Disagree | No answer |
| <u>GENDER</u> | | | |
| Female | 297 68.0% | 111 25.4% | 29 6.6% |
| Male | 256 68.4% | 80 21.4% | 38 10.2% |

N=811

| | ACCESS TO BETTER PUBLIC TRANSIT | | |
|--------------|---------------------------------|-------------|------------|
| | Agree | Disagree | No answer |
| <u>AGE</u> | | | |
| 18 to 34 | 107 73.8% | 27 18.6% | 11 7.6% |
| 35 to 49 | 139 69.8% | 42 21.1% | 18 9.0% |
| 50 to 64 | 156 65.3% | 67 28.0% | 16 6.7% |
| 65 and older | 151 66.2% | 55 24.1% | 22 9.6% |

N=811

| | ACCESS TO BETTER PUBLIC TRANSIT | | |
|--------------------|---------------------------------|-------------|-------------|
| | Agree | Disagree | No answer |
| <u>REGION</u> | | | |
| Rural Maryland | 72 57.1% | 37 29.4% | 17 13.5% |
| Baltimore City | 51 82.3% | 10 16.1% | 1 1.6% |
| Baltimore Suburbs | 208 65.4% | 86 27.0% | 24 7.5% |
| Washington Suburbs | 222 72.8% | 58 19.0% | 25 8.2% |

INTENSITY - Is that strongly or somewhat agree/disagree?

| ACCESS TO TRANSIT - INTENSITY | Number | Percent |
|-------------------------------|--------|---------|
| Strongly agree | 329 | 40.6 % |
| Somewhat agree | 224 | 27.6 % |
| Somewhat disagree | 80 | 9.9 % |
| Strongly disagree | 111 | 13.7 % |
| No answer | 67 | 8.3 % |
| Total | 811 | 100.0 % |

N=811

| ACCESS TO TRANSIT - INTENSITY | | | | |
|-------------------------------|----------------|-------------------|-------------------|-----------|
| Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |

RESULTS

| | | | | | |
|-----------|--------------|--------------|------------|--------------|------------|
| Statewide | 329 40.6% | 224 27.6% | 80 9.9% | 111 13.7% | 67 8.3% |
|-----------|--------------|--------------|------------|--------------|------------|

N=811

| ACCESS TO TRANSIT - INTENSITY | | | | |
|-------------------------------|----------------|-------------------|-------------------|-----------|
| Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |

PARTY REGISTRATION

| | | | | | |
|--------------|--------------|--------------|-------------|-------------|-------------|
| Democrat | 228 52.9% | 129 29.9% | 22 5.1% | 26 6.0% | 26 6.0% |
| Republican | 51 22.8% | 39 17.4% | 33 14.7% | 66 29.5% | 35 15.6% |
| Unaffiliated | 50 32.1% | 56 35.9% | 25 16.0% | 19 12.2% | 6 3.8% |

N=811

| ACCESS TO TRANSIT - INTENSITY | | | | |
|-------------------------------|----------------|-------------------|-------------------|-----------|
| Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |

RACE/ETHNICITY

| | | | | | |
|------------------|--------------|--------------|-------------|-------------|------------|
| White | 180 37.8% | 129 27.1% | 51 10.7% | 71 14.9% | 45 9.5% |
| African American | 114 46.7% | 67 27.5% | 21 8.6% | 28 11.5% | 14 5.7% |
| Other/No answer | 35 38.5% | 28 30.8% | 8 8.8% | 12 13.2% | 8 8.8% |

N=811

| | ACCESS TO TRANSIT - INTENSITY | | | | |
|---------------|-------------------------------|----------------|-------------------|-------------------|-------------|
| | Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |
| <u>GENDER</u> | | | | | |
| Female | 171 39.1% | 126 28.8% | 44 10.1% | 67 15.3% | 29 6.6% |
| Male | 158 42.2% | 98 26.2% | 36 9.6% | 44 11.8% | 38 10.2% |

N=811

| | ACCESS TO TRANSIT - INTENSITY | | | | |
|--------------|-------------------------------|----------------|-------------------|-------------------|------------|
| | Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |
| <u>AGE</u> | | | | | |
| 18 to 34 | 68 46.9% | 39 26.9% | 12 8.3% | 15 10.3% | 11 7.6% |
| 35 to 49 | 87 43.7% | 52 26.1% | 13 6.5% | 29 14.6% | 18 9.0% |
| 50 to 64 | 80 33.5% | 76 31.8% | 31 13.0% | 36 15.1% | 16 6.7% |
| 65 and older | 94 41.2% | 57 25.0% | 24 10.5% | 31 13.6% | 22 9.6% |

N=811

| | ACCESS TO TRANSIT - INTENSITY | | | | |
|--------------------|-------------------------------|----------------|-------------------|-------------------|-------------|
| | Strongly agree | Somewhat agree | Somewhat disagree | Strongly disagree | No answer |
| <u>REGION</u> | | | | | |
| Rural Maryland | 40 31.7% | 32 25.4% | 13 10.3% | 24 19.0% | 17 13.5% |
| Baltimore City | 37 59.7% | 14 22.6% | 5 8.1% | 5 8.1% | 1 1.6% |
| Baltimore Suburbs | 123 38.7% | 85 26.7% | 38 11.9% | 48 15.1% | 24 7.5% |
| Washington Suburbs | 129 42.3% | 93 30.5% | 24 7.9% | 34 11.1% | 25 8.2% |

QUESTION 2: Investment In Public Transit *Would you support or oppose the state investing in more public transit, walking and biking infrastructure to offset pollution caused by highway expansion projects that increase driving?*

| <u>INVEST TO OFFSET POLUTION</u> | <u>Number</u> | <u>Percent</u> |
|----------------------------------|---------------|----------------|
| Support | 635 | 78.3 % |
| Oppose | 152 | 18.7 % |
| No answer | 24 | 3.0 % |
| Total | 811 | 100.0 % |

N=811

| <u>INVEST TO OFFSET POLUTION</u> | | |
|----------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

RESULTS

| | | | |
|-----------|--------------|--------------|------------|
| Statewide | 635 78.3% | 152 18.7% | 24 3.0% |
|-----------|--------------|--------------|------------|

N=811

| <u>INVEST TO OFFSET POLUTION</u> | | |
|----------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

PARTY REGISTRATION

| | | | |
|--------------|--------------|-------------|------------|
| Democrat | 363 84.2% | 52 12.1% | 16 3.7% |
| Republican | 142 63.4% | 80 35.7% | 2 0.9% |
| Unaffiliated | 130 83.3% | 20 12.8% | 6 3.8% |

N=811

| <u>INVEST TO OFFSET POLUTION</u> | | |
|----------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

RACE/ETHNICITY

| | | | |
|------------------|--------------|-------------|------------|
| White | 370 77.7% | 97 20.4% | 9 1.9% |
| African American | 193 79.1% | 39 16.0% | 12 4.9% |
| Other/No answer | 72 79.1% | 16 17.6% | 3 3.3% |

N=811

| | INVEST TO OFFSET POLLUTION | | |
|---------------|----------------------------|-------------|------------|
| | Support | Oppose | No answer |
| <u>GENDER</u> | | | |
| Female | 341 78.0% | 82 18.8% | 14 3.2% |
| Male | 294 78.6% | 70 18.7% | 10 2.7% |

N=811

| | INVEST TO OFFSET POLLUTION | | |
|--------------|----------------------------|-------------|-----------|
| | Support | Oppose | No answer |
| <u>AGE</u> | | | |
| 18 to 34 | 122 84.1% | 22 15.2% | 1 0.7% |
| 35 to 49 | 160 80.4% | 30 15.1% | 9 4.5% |
| 50 to 64 | 181 75.7% | 50 20.9% | 8 3.3% |
| 65 and older | 172 75.4% | 50 21.9% | 6 2.6% |

N=811

| | INVEST TO OFFSET POLLUTION | | |
|--------------------|----------------------------|-------------|------------|
| | Support | Oppose | No answer |
| <u>REGION</u> | | | |
| Rural Maryland | 94 74.6% | 27 21.4% | 5 4.0% |
| Baltimore City | 53 85.5% | 7 11.3% | 2 3.2% |
| Baltimore Suburbs | 239 75.2% | 72 22.6% | 7 2.2% |
| Washington Suburbs | 249 81.6% | 46 15.1% | 10 3.3% |

Invest to Offset Pollution **by** Access to Better Public Transit

N=811

INVEST TO OFFSET POLLUTION

| | Support | Oppose | No answer |
|--|--------------|-------------|-------------|
| <u>ACCESS TO BETTER PUBLIC TRANSIT</u> | | | |
| Agree | 503 91.0% | 45 8.1% | 5 0.9% |
| Disagree | 97 50.8% | 85 44.5% | 9 4.7% |
| No answer | 35 52.2% | 22 32.8% | 10 14.9% |

51% of those who initially “disagree” about access to better transit “support” investing to offset pollution

INTENSITY - Is that strongly or somewhat support/oppose?

| OFFSET POLUTION - INTENSITY | Number | Percent |
|-----------------------------|--------|---------|
| Strongly support | 421 | 51.9 % |
| Somewhat support | 214 | 26.4 % |
| Somewhat oppose | 78 | 9.6 % |
| Strongly oppose | 74 | 9.1 % |
| No answer | 24 | 3.0 % |
| Total | 811 | 100.0 % |

N=811

| OFFSET POLUTION - INTENSITY | | | | |
|-----------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

RESULTS

| | | | | | |
|-----------|--------------|--------------|------------|------------|------------|
| Statewide | 421 51.9% | 214 26.4% | 78 9.6% | 74 9.1% | 24 3.0% |
|-----------|--------------|--------------|------------|------------|------------|

N=811

| OFFSET POLUTION - INTENSITY | | | | |
|-----------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

PARTY REGISTRATION

| | | | | | |
|--------------|--------------|-------------|-------------|-------------|------------|
| Democrat | 270 62.6% | 93 21.6% | 23 5.3% | 29 6.7% | 16 3.7% |
| Republican | 76 33.9% | 66 29.5% | 45 20.1% | 35 15.6% | 2 0.9% |
| Unaffiliated | 75 48.1% | 55 35.3% | 10 6.4% | 10 6.4% | 6 3.8% |

N=811

| OFFSET POLUTION - INTENSITY | | | | |
|-----------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

RACE/ETHNICITY

| | | | | | |
|------------------|--------------|--------------|-------------|------------|------------|
| White | 241 50.6% | 129 27.1% | 53 11.1% | 44 9.2% | 9 1.9% |
| African American | 132 54.1% | 61 25.0% | 16 6.6% | 23 9.4% | 12 4.9% |
| Other/No answer | 48 52.7% | 24 26.4% | 9 9.9% | 7 7.7% | 3 3.3% |

N=811

| | OFFSET POLUTION - INTENSITY | | | | |
|---------------|-----------------------------|------------------|-----------------|-----------------|------------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>GENDER</u> | | | | | |
| Female | 228 52.2% | 113 25.9% | 43 9.8% | 39 8.9% | 14 3.2% |
| Male | 193 51.6% | 101 27.0% | 35 9.4% | 35 9.4% | 10 2.7% |

N=811

| | OFFSET POLUTION - INTENSITY | | | | |
|--------------|-----------------------------|------------------|-----------------|-----------------|-----------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>AGE</u> | | | | | |
| 18 to 34 | 88 60.7% | 34 23.4% | 19 13.1% | 3 2.1% | 1 0.7% |
| 35 to 49 | 112 56.3% | 48 24.1% | 14 7.0% | 16 8.0% | 9 4.5% |
| 50 to 64 | 110 46.0% | 71 29.7% | 28 11.7% | 22 9.2% | 8 3.3% |
| 65 and older | 111 48.7% | 61 26.8% | 17 7.5% | 33 14.5% | 6 2.6% |

N=811

| | OFFSET POLUTION - INTENSITY | | | | |
|--------------------|-----------------------------|------------------|-----------------|-----------------|------------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>REGION</u> | | | | | |
| Rural Maryland | 59 46.8% | 35 27.8% | 10 7.9% | 17 13.5% | 5 4.0% |
| Baltimore City | 38 61.3% | 15 24.2% | 6 9.7% | 1 1.6% | 2 3.2% |
| Baltimore Suburbs | 155 48.7% | 84 26.4% | 43 13.5% | 29 9.1% | 7 2.2% |
| Washington Suburbs | 169 55.4% | 80 26.2% | 19 6.2% | 27 8.9% | 10 3.3% |

QUESTION 3: Investment In Additional Choices *Would you support or oppose the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking?*

| <u>INVEST FOR ADDITIONAL CHOICES</u> | <u>Number</u> | <u>Percent</u> |
|--------------------------------------|---------------|----------------|
| Support | 716 | 88.3 % |
| Oppose | 79 | 9.7 % |
| No answer | 16 | 2.0 % |
| Total | 811 | 100.0 % |

N=811

| <u>INVEST FOR ADDITIONAL CHOICES</u> | | |
|--------------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

RESULTS

| | | | |
|-----------|--------------|------------|------------|
| Statewide | 716 88.3% | 79 9.7% | 16 2.0% |
|-----------|--------------|------------|------------|

N=811

| <u>INVEST FOR ADDITIONAL CHOICES</u> | | |
|--------------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

PARTY REGISTRATION

| | | | |
|--------------|--------------|-------------|-----------|
| Democrat | 415 96.3% | 12 2.8% | 4 0.9% |
| Republican | 162 72.3% | 56 25.0% | 6 2.7% |
| Unaffiliated | 139 89.1% | 11 7.1% | 6 3.8% |

N=811

| <u>INVEST FOR ADDITIONAL CHOICES</u> | | |
|--------------------------------------|---------------|------------------|
| <u>Support</u> | <u>Oppose</u> | <u>No answer</u> |

RACE/ETHNICITY

| | | | |
|------------------|--------------|-------------|-----------|
| White | 413 86.8% | 54 11.3% | 9 1.9% |
| African American | 227 93.0% | 15 6.1% | 2 0.8% |
| Other/No answer | 76 83.5% | 10 11.0% | 5 5.5% |

N=811

| | INVEST FOR ADDITIONAL CHOICES | | |
|---------------|-------------------------------|-------------|------------|
| | Support | Oppose | No answer |
| <u>GENDER</u> | | | |
| Female | 388 88.8% | 39 8.9% | 10 2.3% |
| Male | 328 87.7% | 40 10.7% | 6 1.6% |

N=811

| | INVEST FOR ADDITIONAL CHOICES | | |
|--------------|-------------------------------|-------------|-----------|
| | Support | Oppose | No answer |
| <u>AGE</u> | | | |
| 18 to 34 | 136 93.8% | 6 4.1% | 3 2.1% |
| 35 to 49 | 179 89.9% | 15 7.5% | 5 2.5% |
| 50 to 64 | 204 85.4% | 32 13.4% | 3 1.3% |
| 65 and older | 197 86.4% | 26 11.4% | 5 2.2% |

N=811

| | INVEST FOR ADDITIONAL CHOICES | | |
|--------------------|-------------------------------|-------------|-----------|
| | Support | Oppose | No answer |
| <u>REGION</u> | | | |
| Rural Maryland | 104 82.5% | 16 12.7% | 6 4.8% |
| Baltimore City | 58 93.5% | 3 4.8% | 1 1.6% |
| Baltimore Suburbs | 271 85.2% | 43 13.5% | 4 1.3% |
| Washington Suburbs | 283 92.8% | 17 5.6% | 5 1.6% |

INTENSITY - Is that strongly or somewhat support/oppose?

| ADDITIONAL CHOICES - INTENSITY | Number | Percent |
|--------------------------------|--------|---------|
| Strongly support | 503 | 62.0 % |
| Somewhat support | 213 | 26.3 % |
| Somewhat oppose | 56 | 6.9 % |
| Strongly oppose | 23 | 2.8 % |
| No answer | 16 | 2.0 % |
| Total | 811 | 100.0 % |

N=811

| ADDITIONAL CHOICES - INTENSITY | | | | |
|--------------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

RESULTS

| | | | | | |
|-----------|--------------|--------------|------------|------------|------------|
| Statewide | 503 62.0% | 213 26.3% | 56 6.9% | 23 2.8% | 16 2.0% |
|-----------|--------------|--------------|------------|------------|------------|

N=811

| ADDITIONAL CHOICES - INTENSITY | | | | |
|--------------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

PARTY REGISTRATION

| | | | | | |
|--------------|--------------|-------------|-------------|------------|-----------|
| Democrat | 325 75.4% | 90 20.9% | 8 1.9% | 4 0.9% | 4 0.9% |
| Republican | 89 39.7% | 73 32.6% | 42 18.8% | 14 6.3% | 6 2.7% |
| Unaffiliated | 89 57.1% | 50 32.1% | 6 3.8% | 5 3.2% | 6 3.8% |

N=811

| ADDITIONAL CHOICES - INTENSITY | | | | |
|--------------------------------|------------------|-----------------|-----------------|-----------|
| Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |

RACE/ETHNICITY

| | | | | | |
|------------------|--------------|--------------|------------|------------|-----------|
| White | 280 58.8% | 133 27.9% | 35 7.4% | 19 4.0% | 9 1.9% |
| African American | 168 68.9% | 59 24.2% | 12 4.9% | 3 1.2% | 2 0.8% |
| Other/No answer | 55 60.4% | 21 23.1% | 9 9.9% | 1 1.1% | 5 5.5% |

N=811

| | ADDITIONAL CHOICES - INTENSITY | | | | |
|---------------|--------------------------------|------------------|-----------------|-----------------|------------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>GENDER</u> | | | | | |
| Female | 285 65.2% | 103 23.6% | 30 6.9% | 9 2.1% | 10 2.3% |
| Male | 218 58.3% | 110 29.4% | 26 7.0% | 14 3.7% | 6 1.6% |

N=811

| | ADDITIONAL CHOICES - INTENSITY | | | | |
|--------------|--------------------------------|------------------|-----------------|-----------------|-----------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>AGE</u> | | | | | |
| 18 to 34 | 116 80.0% | 20 13.8% | 5 3.4% | 1 0.7% | 3 2.1% |
| 35 to 49 | 124 62.3% | 55 27.6% | 7 3.5% | 8 4.0% | 5 2.5% |
| 50 to 64 | 134 56.1% | 70 29.3% | 24 10.0% | 8 3.3% | 3 1.3% |
| 65 and older | 129 56.6% | 68 29.8% | 20 8.8% | 6 2.6% | 5 2.2% |

N=811

| | ADDITIONAL CHOICES - INTENSITY | | | | |
|--------------------|--------------------------------|------------------|-----------------|-----------------|-----------|
| | Strongly support | Somewhat support | Somewhat oppose | Strongly oppose | No answer |
| <u>REGION</u> | | | | | |
| Rural Maryland | 64 50.8% | 40 31.7% | 12 9.5% | 4 3.2% | 6 4.8% |
| Baltimore City | 45 72.6% | 13 21.0% | 2 3.2% | 1 1.6% | 1 1.6% |
| Baltimore Suburbs | 191 60.1% | 80 25.2% | 29 9.1% | 14 4.4% | 4 1.3% |
| Washington Suburbs | 203 66.6% | 80 26.2% | 13 4.3% | 4 1.3% | 5 1.6% |

Appendix B: Maryland Poll Sample Demographics

| <u>AGE</u> | <u>Number</u> | <u>Percent</u> |
|--------------|---------------|----------------|
| 18 to 34 | 145 | 17.9 % |
| 35 to 49 | 199 | 24.5 % |
| 50 to 64 | 239 | 29.5 % |
| 65 and older | 228 | 28.1 % |
| Total | 811 | 100.0 % |

| <u>PARTY REGISTRATION</u> | <u>Number</u> | <u>Percent</u> |
|---------------------------|---------------|----------------|
| Democrat | 431 | 53.1 % |
| Republican | 224 | 27.6 % |
| Unaffiliated | 156 | 19.2 % |
| Total | 811 | 100.0 % |

| <u>RACE/ETHNICITY</u> | <u>Number</u> | <u>Percent</u> |
|-----------------------|---------------|----------------|
| White | 476 | 58.7 % |
| African American | 244 | 30.1 % |
| Other/No answer | 91 | 11.2 % |
| Total | 811 | 100.0 % |

| <u>GENDER</u> | <u>Number</u> | <u>Percent</u> |
|---------------|---------------|----------------|
| Female | 437 | 53.9 % |
| Male | 374 | 46.1 % |
| Total | 811 | 100.0 % |

| <u>REGION</u> | <u>Number</u> | <u>Percent</u> |
|--------------------|---------------|----------------|
| Rural Maryland | 126 | 15.5 % |
| Baltimore City | 62 | 7.6 % |
| Baltimore Suburbs | 318 | 39.2 % |
| Washington Suburbs | 305 | 37.6 % |
| Total | 811 | 100.0 % |

Regional Groupings

Rural Maryland – includes Allegany, Calvert, Caroline, Cecil, Dorchester, Garrett, Kent, Queen Anne’s, St. Mary’s, Somerset, Talbot, Washington, Wicomico, and Worcester counties.

Baltimore City – includes Baltimore City.

Baltimore Suburbs – includes Anne Arundel, Baltimore, Carroll, Harford, and Howard counties.

Washington Suburbs – includes Charles, Frederick, Montgomery, and Prince George’s counties.

SB395_MDSierra_FAV_1_29.pdf

Uploaded by: Josh Tulkin

Position: FAV

Committee: Budget and Taxation**Testimony on: SB 395- Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)****Position: Support****Hearing Date: January 29, 2025**

The Maryland Chapter of the Sierra Club strongly supports SB 395. The Transportation and Climate Alignment Act of 2025 is a **priority bill** for Maryland Sierra Club in the 2025 legislative session. The bill would encourage state investment in public transit, walking, and biking infrastructure to reduce tailpipe pollution and give Marylanders more safe and affordable options to get to work, school, healthcare, and other locations.

Polling shows strong support for transit, walking, and biking investments

Marylanders want more investment in public transit, walking, and biking to cut pollution. New polling conducted by Gonzales Research and Media Services, Inc. commissioned by Maryland Sierra Club polled 811 registered voters between December 27 and January 4th. The poll indicates that:

- **78% of Marylanders** say they **support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by increased driving.**
- 88% of Marylanders say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking.
- Among Maryland voters, 68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses.

Advancing safety, protecting our climate and health

Transportation is the largest source of climate pollution in Maryland. It is also the [second largest expense](#) for most Americans after housing. In addition, vehicles are responsible for over 40% of Maryland's NOx emissions that contribute to ozone pollution. Over 80% of Marylanders live in areas [designated as being in nonattainment](#) of the National Ambient Air Quality Standards for ozone, with the Baltimore region and Cecil County being in serious non-attainment. Residential neighborhoods located near major roads and highways face disproportionate burdens from transportation pollution and traffic. 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. When the state plans new capacity expansion projects it is important that the impacts on our climate and public health are addressed.

The Transportation and Climate Alignment Act would create more accountability and transparency about the state's six year capital transportation budget, the Consolidated Transportation Program (CTP). The bill would require MDOT to evaluate the climate pollution from all major capital projects in the budget and develop additional clean transportation projects, if necessary, to align the budget with the state's targets to cut climate

pollution. The legislation would also encourage a multimodal approach to transportation planning by requiring that new major highway expansion projects over \$100 million are designed from the beginning to offset pollution by funding public transit, bike and pedestrian infrastructure, and other projects that reduce pollution. These investments must be prioritized in overburdened and underserved communities.

Maryland's 2023 [Climate Pollution Reduction Plan](#) indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), by investing in public transit, transit oriented development, bike and pedestrian infrastructure 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 [55 million metric tons](#) (the same as preventing the annual emissions of over 130 methane gas power plants). This legislation would also implement components of Governor Moore's 2024 executive order that called on MDOT to implement a process for evaluating and reducing greenhouse gas emissions in the CTP, invest in new infrastructure to reduce VMT, and establish annual greenhouse gas reduction targets for the transportation sector.

The requirements of this bill are focused on future proposed highway expansion projects. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2025 would be exempt from this process.

[Colorado](#) and [Minnesota](#) passed legislation similar to the Transportation and Climate Alignment Act in the last two years. Colorado projects that their policy will [save commuters \\$40 billion](#) by 2050.

For these reasons we urge a favorable report on SB 395.

Lindsey Mendelson
Maryland Sierra Club
lindsey.mendelson@mdsierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

SB 395 - Transportation and Climate Alignment Act-

Uploaded by: Karen Metchis

Position: FAV



Testimony on SB 395
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee

Date: January 29, 2025

Position: SUPPORT

I, Karen Metchis, as an individual and representing ACQ (my group of 10 colleagues and neighbors), strongly support **SB 395**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Scientists have been telling us for more than 30 years – in fact, since 1978 really, about the dire risk of increasing levels of carbon dioxide and other gases in the atmosphere. Much as the scientist long ago who realized what lead from gasoline would do to our brains, too often warnings fall on deaf ears until it is too late. I hesitate to say it is too late to stop climate change, but it isn't too late to limit the damage it will cause. Our children and grandchildren, and those who (hopefully) will follow, deserve a livable world. The world's families deserve a safe world. I cannot overstate the extreme, urgent, and critical need to immediately enact as many greenhouse gas reducing actions as humanly possible.

Yes, people might grumble in the short term But they will be screaming for disaster relief in the longer term if we don't do this.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

In addition to reducing climate pollution, **SB 395** would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,000 per household each year on vehicle costs](#). 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 air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge – beg you for - a **favorable report on SB 395**.

Thank you.

A handwritten signature in black ink, appearing to read "Karen Metchis", is centered on a light blue rectangular background.

Karen Metchis

Bethesda, MD

Karen.metchis@gmail.com

2025 - SB 0395 - Transportaion and Climate Alignme

Uploaded by: Ken Phelps Jr

Position: FAV



THE EPISCOPAL DIOCESE
OF MARYLAND

The Maryland Episcopal
Public Policy
Network

Testimony in Support of SB 0395

Transportation and Climate Alignment Act of 2025

****FAVORABLE****

TO: Sen. Guy Guzzone, Chair; Sen. Jim Rosapepe, Vice Chair; and the members of the Senate Budget and Taxation Committee

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

DATE: January 29, 2025

The approaching season of Lent calls the Church 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 2025 will ensure that future transportation projects align with Maryland's goals of reducing climate pollution by expanding transportation options.

SB 395 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 \$5 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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WWW.EPISCOPALMARYLAND.ORG

SB 395_UCS_fav.pdf

Uploaded by: Kevin Shen

Position: FAV

Testimony on SB 395

Transportation and Climate Alignment Act of 2025

Senate Budget & Taxation Committee

January 29, 2025

POSITION: SUPPORT

On behalf of The Union of Concerned Scientists (UCS) and our over 7,300 supporters, activists, and Science Network members in Maryland who back science-based advocacy for a sustainable, healthy, and just future. UCS strongly supports **SB 395**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Recent UCS [analysis](#) found that investing in improved transportation options and reduced driving could save hundreds of billions of dollars in energy infrastructure and public health costs across the country, along with \$5.9 trillion in vehicle ownership costs through 2050. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will help ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

[Decades of scientific research](#) have shown that highway expansion projects are financially unwise, harmful to the climate and detrimental to equity. They fail to decrease congestion and stymie local economic growth, while contributing to air pollution that hurts our hearts and lungs. Assessing and mitigating the harms of transportation projects is a key step in making sure the transportation system serves all Marylanders.

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 air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a **favorable report on SB 395**.

SB395_Transportation and Climate Alignment_Budget

Uploaded by: Laurie McGilvray

Position: FAV



Committee: Budget and Taxation
Testimony on: SB0395 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Deborah A. Cohn
Position: Favorable
Hearing Date: February 29, 2025

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of SB0395. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of nearly 30 grassroots and professional organizations, urges you to vote favorably on SB0395.

Last Session’s Transportation and Climate Alignment Act was designed to align the state’s transportation plan with its climate goals. For nearly six months Del. Edelson, transit and environmental advocates, and the Maryland Department of Transportation (MDOT) worked to integrate those goals into MDOT’s process for developing its Consolidated Transportation Plan. SB0395 reflects those discussions to bring the bill sponsors, MDOT and advocates on board, thus making it a stronger and more compelling bill this year.

HB0395 would require MDOT, as part of most major (*i.e.*, over \$100 million) highway expansion projects, to model a project’s increases in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and concurrently implement a multimodal transportation program which would ensure that net GHG emissions are zero or negative. The bill prioritizes locating GHG emission offsetting projects in communities most affected by the project.

Second, starting in FY 2027-2032 Consolidated Transportation Program (CTP) and thereafter, HB0395 requires MDOT to annually evaluate all major capital projects in the CTP for their combined impact on GHG emissions and vehicle miles traveled (VMT). If the net impact of these projects increases GHG emissions, MDOT would be required to fund offsetting multimodal projects to ensure that net GHG emissions are zero or negative.

Importantly, *to the maximum extent practicable and subject to appropriations*, the CTP must fund mitigating activities to make the overall plan *more* consistent with MDOT’s GHG reduction goals under its 2023 Climate Pollution Reduction Plan. That plan recognized that state goals could not be met by vehicle electrification alone but would also require a 20% reduction in VMT. To that end, the bill requires MDOT to set annual state and regional declining GHG emissions targets that, along with greater numbers of zero emissions vehicles, would achieve the State’s Pollution Reduction Plan goals in the road subcategory.

Mitigating multimodal transportation projects include, *inter alia*, investments in transit, transit oriented development, parking reductions, telecommuting, biking, walking and solar energy

generation on MDOT controlled property. SB0395 prioritizes locating multimodal projects in areas in or near communities impacted by the project, particularly overburdened or underserved communities. Thus, the multimodal projects are designed both to divert traffic off of highly congested roadways and increase more affordable transportation options to reduce the burden on Maryland residents most adversely impacted by air and noise pollution from major highways in their neighborhoods.

State budgets are tight. MDOT's Climate Pollution Reduction Plan already includes costs to decarbonize the transportation sector and made clear that reducing VMT by 20% was necessary to achieve its carbon reduction goals. SB0395 does not introduce additional costs. It merely reallocates those costs. By requiring that major highway capital expansion projects not increase GHG emissions, the bill effectively requires redesign of these projects, reducing their scope and redirecting the savings to multimodal projects.

Moreover, SB0395 does not prescribe any particular modeling tool, the U.S. Department of Transportation (DOT) has offered a free or low-cost modeling tool with user support, and MDOT has already agreed to use DOT's best practices for modeling GHG emissions and VMT.

Transportation is the second largest expense for most Americans after housing. Marylanders are looking to government to lower their monthly bills and give them more low cost transportation options. In a recent poll of Maryland residents, 88 percent of respondents throughout said they would support the state investing in more projects to give people more choices to get to work, school and other destinations. SB095 addresses those needs. Based on results from bills enacted in Colorado and Minnesota in 2021 and 2023, respectively, a bill that gives states flexibility to determine how best to use investments in multimodal programs to eliminate net increases in GHG emissions from state major highway capacity expansion projects works. Expanding affordable transportation options reduces congestion and time stalled in traffic by taking more vehicles off roads, and reduces vehicle costs¹ and air pollution and improve health.²

The Transportation and Climate Alignment Act may provide MDOT more flexibility in reducing GHG emissions than some would prefer, but taken as a whole, SB0395 includes significant MDOT commitments beyond last year's bill. And while concerns were not resolved in time to allow SB0395 to cover major Maryland Transportation Authority (MDTA) projects, these can be addressed next year in time to cover FY2027 projects.

For these reasons, we support SB0395 and request a FAVORABLE report in committee.

350MoCo
Adat Shalom Climate Action
Cedar Lane Unitarian Universalist Church Environmental Justice Ministry
Chesapeake Earth Holders

¹ <https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/>

² Id., Map shows that by achieving the 20% reduction in VMT included in MDOT's Climate Reduction Plan, average household savings would decrease by \$3,271 per year, with 171 fewer annual crash fatalities, 1,251 fewer annual deaths resulting from improved air quality and physical activity and total GHGe emissions savings from 2024-2050 of 16 million metric tons CO2-e.

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

sb395- transportation and GGR- B&T 1-29-2025.pdf

Uploaded by: Lee Hudson

Position: FAV



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

Testimony Prepared for the
Budget and Taxation Committee
on
Senate Bill 395
January 29, 2025
Position: **Favorable**

Mr. Chairman, and members of the Committee, 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 obvious reasons; fire, drought, flood, sea rise, human displacement, storm catastrophe, infrastructure vulnerability.

The *Climate Solutions Act* of 2022 accelerated GGR targets in Maryland, which we have supported. The urgency of the necessary is that we must do more, sooner. Most projections of GHG caused temperature rise have fallen short of what is actually occurring. And, apparently, the federal government will now operate with a policy of eliminating GGR goals, and accelerate the rapidly approaching worst case effects.

Senate Bill 395 supports an intent of the *Climate Solutions Act* of 2022 by requiring, before public approval and finance, an assessment of the increase in vehicle miles traveled it would expedite, together with prospects for other, less carbon intense transportation projects that could be considered.

The worst fire and flood to come cannot be averted by expanding the carbonized economy. **Senate Bill 395** serves necessary State policy performance in current and future State transportation proposals, spending and projects to avoid more of the same.

We exhort a favorable report for the sake of all Maryland's people.

Lee Hudson

SB 395 - National Aquarium - Support.pdf

Uploaded by: Maggie Ostdahl

Position: FAV



NATIONAL AQUARIUM®

Date: January 29, 2025

Bill: SB 395 – Transportation and Climate Alignment Act of 2025

Position: Support

Dear Chair Guzzone and Members of the Committee:

The National Aquarium respectfully requests a favorable report for SB 395. This legislation would improve planning and development of transportation projects, including by requiring that the Department of Transportation (DOT) evaluate certain major capital projects for their impact on greenhouse gas emissions and vehicle miles traveled, and develop and implement multimodal transportation programs as part of major highway expansion projects exceeding \$5 million.

One of the National Aquarium's three strategic conservation goals is to combat climate change. We do this through a holistic, solutions-focused approach, which includes translating ocean and climate science, building resilience through community empowerment, implementing nature-based solutions, and reducing our own carbon footprint with a commitment to achieve net-zero Scopes 1 and 2 greenhouse gas (GHG) emissions by 2035. Our organization has also started compiling Scope 3 emissions data and about a third of our staff rely on modes of transport other than individual motor vehicles for commuting to work. The National Aquarium is part of Baltimore's Transit Future campaign coordinated by the Greater Baltimore Committee.

The transportation sector accounts for approximately 35% of the state's GHG emissions with most of these emissions resulting from on-road vehicles powered by gasoline or diesel¹ and in 2022, 20% of Maryland's energy consumption was for motor vehicle gasoline, excluding ethanol². Burning motor fuel causes carbon dioxide and other GHGs to enter our atmosphere and contribute to climate change. Maryland's Climate Pollution Reduction plan notes that further emissions reductions from our transportation sector will require increased use of transit and other modes. Promoting pedestrian-centered transportation infrastructure, expanding access to public transit, and creating bike lanes would significantly reduce greenhouse gas emissions related to transportation while saving Maryland commuters time and money. This legislation better aligns transportation in Maryland with the state's climate goals and ensures that transportation remains a critical component of advancing environmental justice. The National Aquarium appreciates the prioritization of overburdened and underserved in determining what qualifies as an offsetting activity.

Now more than ever, the state of Maryland can and should build on its climate leadership. This legislation, like bills enacted in other states such as California, Colorado, Minnesota, will better align future transportation investments with our ambitious and necessary climate goals. Modernizing our transportation infrastructure will not only yield positive environmental outcomes, but will improve public health, shorten commutes, and reduce transportation costs for Marylanders.

We urge the Committee to issue a favorable report on SB 395.

Contact:

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Maggie Ostdahl

Sr. Conservation Policy Manager

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¹ [Maryland's Climate Pollution Reduction Plan – Transportation.](#)

² [U.S. Energy Information Administration \(EIA\). Maryland State Profile and Energy Estimates.](#)

SB 395 Major Highway Capacity Expansion Projects -

Uploaded by: Mariana Rosales

Position: FAV

Wednesday, January 29th, 2025

TO: Guy Guzzone, Chair of the Senate Budget and Taxation Committee; and Committee Members
FROM: Mariana Rosales, The Nature Conservancy, Director of Climate; Cait Kerr, The Nature Conservancy, State Policy Manager.
POSITION: Support SB 395 Major Highway Capacity Expansion Projects - Impact Assessments (Transportation and Climate Alignment Act of 2025)

The Nature Conservancy (TNC) supports SB 395 offered by Senators Hettleman and Gile. This bill requires the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major capital transportation projects in the state's six-year capital transportation budget and determine if the overall budget aligns with the state's goals to cut air pollution as required by the Climate Solutions Now Act. It further requires MDOT to offset greenhouse gas emissions from highway expansion projects costing over \$100 million by providing clean transportation alternatives to affected residents.

SB 395 calls on MDOT to ensure the state's transportation budget aligns with Maryland's climate goals by investing in new projects that reduce emissions. These projects include public transit, bike and pedestrian infrastructure, development that reduces vehicle traffic, and solar projects on MDOT property. MDOT is tasked with prioritizing these investments in overburdened and underserved communities. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2025 would be exempt from this process.

Vehicles make up the largest source of climate pollution from the transportation sector in the state and are a major contributor to unhealthy ozone pollution. Maryland's 2023 Climate Pollution Reduction Plan indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), is necessary for the state to meet our climate targets.

Maryland needs to invest in more affordable transportation choices, including public transit, walkable and bikeable communities, and development that brings jobs and amenities closer to where people live. Every Marylander should have affordable and reliable access to jobs, housing, education, food, healthcare, and recreation no matter where they live. It is critical that populations with less access to vehicles, especially Black and Brown communities, low-income communities, people with disabilities, students, and seniors have increased mobility options.

SB 395 aims to reduce emissions in order to meet our state's climate commitments, but also aims to protect our health by reducing air pollution and cutting traffic congestion. The bill saves consumers money by decreasing reliance on personal vehicles and makes smart use of our state's limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize investing the state's resources into projects that align with our goals to reduce climate pollution, advance equity, and expand access to transportation choices.

TNC commends Senators Hettleman and Gile on introducing this bill, and **we urge a favorable report on SB 395.**

TCA Group Sign On.pdf

Uploaded by: Maryland Clean Transportation Advocates

Position: FAV



Committee: Budget and Taxation Committee

Testimony on: SB 395- Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Hearing Date: January 29, 2025

Position: Favorable

Transportation is the [second largest expense](#) for most Americans after housing. Maryland needs to invest in more affordable transportation choices, including public transit, walkable and bikeable communities, and development that bring jobs and amenities closer to where people live. **This would reduce car expenses, improve people’s access to opportunities, slash tailpipe pollution, and reduce the time people sit in traffic.**

Endless highway lane expansion doesn’t solve congestion and promotes sprawl development that increases pollution and the [cost of housing and utilities](#). Highway expansion contributes to the loss of farmland and has hollowed out historic downtowns and main streets in rural areas by diverting traffic away from local businesses. Instead of building new noisy and expensive highway projects that place further strain on the state’s budget deficit, the state should focus on maintaining our existing highway infrastructure to make it safer while also investing in less polluting and more affordable transportation choices that provide Marylanders options to skip traffic.

What Would This Bill Do?

- **Create accountability and transparency about projects that increase pollution and commuter costs.** The bill would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major capital transportation projects in the state’s six-year capital transportation budget and determine if the overall budget aligns with the state’s goals to cut climate pollution as required by the Climate Solutions Now Act.
- **Invest in public transit, bike and pedestrian infrastructure, and sustainable land use.** The bill would require MDOT to offset greenhouse gas emissions from highway expansion projects over \$100 million by providing clean transportation alternatives to affected residents. In addition, MDOT must ensure the state’s transportation budget aligns with Maryland’s climate goals by investing in new projects that cut pollution. This includes public transit, bike and pedestrian infrastructure, development that reduces vehicle traffic, and solar projects on MDOT property. MDOT must prioritize these investments in overburdened and underserved communities. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2025 would be exempt from this process.

Did you know?

- [Colorado](#) and [Minnesota](#) passed legislation similar to the Transportation and Climate Alignment Act in 2021 and 2023, respectively. In Colorado, the legislation shifted investment into five new Bus Rapid Transit Corridors and other clean transportation choices. The state projects that this policy will [save commuters \\$40 billion by 2050](#).
- 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.

Benefits of investing in transit, active transportation, and sustainable land use

Saves households time and money. The average Maryland household would save over \$3,000 a year from the build out of new, affordable transportation choices, like more transit, walking, and biking and shorter automobile trips.* These new options would save each Maryland resident from 26 hours of traffic per year.*

Equitable access to opportunities. Every Marylander should have affordable and reliable access to jobs, housing, education, food, healthcare, and recreation no matter where they live. It is critical that populations with less access to vehicles, especially Black and Brown communities, low-income communities, people with disabilities, students, and seniors have better mobility options. Only 8.5% of jobs in the Baltimore region are [accessible within one hour by public transit](#).

Reduces climate and air pollution. Vehicles make up the largest source of climate pollution from the transportation sector in the state and are a major contributor to unhealthy ozone pollution. Maryland's 2023 [Climate Pollution Reduction Plan](#) indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), is necessary for the state to meet its climate targets. The state's climate plan includes a goal to reduce per capita VMT 20% by 2050, which the Rocky Mountain Institute finds would reduce climate pollution by [55 Million Metric Tons](#) (the same as preventing the annual emissions of over 130 methane gas power plants). Governor Moore's 2024 executive order on climate change required the state to invest in measures that reduce VMT.

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

Increases safety. Traveling by public transportation is [10 times safer per mile](#) than traveling by car. If Maryland were to meet its goals to reduce VMT 20% by 2050, it would reduce automobile crashes in Maryland and prevent on average 171 crash fatalities per year in Maryland.*

Creates 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).

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



Photo (first page) by Brian O'Doherty. Photo (second page) by Genya O'Neill for The Luupe.

* Smarter MODES Calculator: Maryland results given 20% VMT reduction per capita and 100% EV adoption by 2050, RMI, 2024.

Version 1.20.2025

_Written Testimony SB 395 – TCA.pdf

Uploaded by: Matthew Girardi

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689

SB 395– Transportation and Climate Alignment Act of 2025

January 27th, 2025

TO: The Honorable Guy Guzzone and Members of the Budget and Taxation Committee

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

ATU Local 689 supports SB 395 and urges the Senate Budget and Taxation Committee to issue a favorable report. This bill would be a transformative measure both for Maryland’s transportation system and for working-class Marylanders.

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, and DASH 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 2025 (TCA) is the vehicle to do just that: aligning expanded transportation with lower emissions options, like extensive, reliable, and accessible mass transit.

Specifically, SB 395 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 \$100 million. The Union knows that major highway expansion is not a way to mitigate traffic, create good-paying and sustainable jobs, or increase accessibility. Per a 2023 report by the Central Maryland Transportation Alliance, outside of Baltimore, only 8.5% of jobs in Maryland are accessible within an hour of public transit. This directly undercuts all of the state’s efforts to bring people into the middle class, to create walkable and livable communities for working class people, and to increase usage of our public transportation systems.

However, the Union notes that investing in transit is a win-win. In fact, every \$1 billion invested in public transportation supports and creates approximately 50,000 jobs. Many of these are good-paying unionized jobs either directly running transit like our members, building transit systems like our brothers and sisters in the building trades, or unlocking access to jobs for workers. Under the TCA, preferred mitigation options would include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies- exactly what is necessary.

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 395 would protect our health, reduce traffic congestion, and put our strained transportation dollars where they matter most. Creating good jobs for working class Marylanders, reducing pollution in overburdened and neglected communities, and increasing access are what the State should be doing. That means reducing pollution, increasing equity, and expanding transportation choices.

Local 689 thanks Senator Hettleman for introducing this worthy measure and urges the committee to issue a favorable report.

SB 395 - MoCo_DOT_Wenger_FAV (GA 25).pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 395

DATE: January 29, 2025

SPONSOR: Senator Hettleman

ASSIGNED TO: Budget and Taxation Committee

CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)

POSITION: Support (Department of Transportation)

Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Senate Bill 395 would require the Maryland Department of Transportation (MDOT) to include multimodal investments to reduce and offset other increases in vehicle miles traveled and climate pollution when planning and implementing future highway expansion projects. These potential offsetting investments may include transit, transit-oriented development, transportation demand management programs, and other related measures. The State's Consolidated Transportation Program must be developed to reflect these policies.

Patterned after existing legislation in Colorado and Minnesota, this bill takes an innovative and transformational approach to ensure that future transportation investments are made in alignment with the State's climate goals, and in so doing, with local climate goals. Transportation is the largest contributor to climate change in Montgomery County, with State highways carrying the County's highest average daily traffic. Senate Bill 395 would discourage increases in highway capacity which typically increase vehicle miles traveled and carbon emissions and ensure that any such projects are offset by other investments.

This legislation also supports the types of transportation investments the County generally prioritizes along State highways, such as its bus rapid transit program, active transportation network, and investment in non-highway-capacity projects. These are projects that the County plans to continue advancing and funding into the next decade, to further the goal of improving mobility within and outside of Montgomery County.

For these reasons, we respectfully request that the Budget and Taxation Committee issue a favorable report on Senate Bill 395.

SB 395 - Transportation – Major Highway Capacity E

Uploaded by: Michael McMillan

Position: FAV

Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218
Telephone: 410-889-3566 Facsimile: 410-243-5541
www.atu1300.org

Proudly representing the transit workers of the MTA!



SB 395 - Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Favorable

Senate Budget and Taxation Committee
January 29th, 2025

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

Our state has set ambitious climate goals, but those goals are often only used to frame discussions of energy policy. Why should these goals be separated from our state's transportation decisionmaking? In order to bring our transportation and climate goals into alignment, we need to make sure the decisions around the Consolidated Transportation Program (CTP) include climate considerations. This is primarily done through requiring the Maryland Department of Transportation (MDOT) to study and consider the impact on vehicle miles traveled and greenhouse gas emissions in its plans. Any capacity expansion projects that increase emissions would need to be offset with multimodal transportation expansions that decrease emissions.

We believe that this bill is the transportation equivalent of taking climate planning seriously. We urge a favorable report on SB 395.

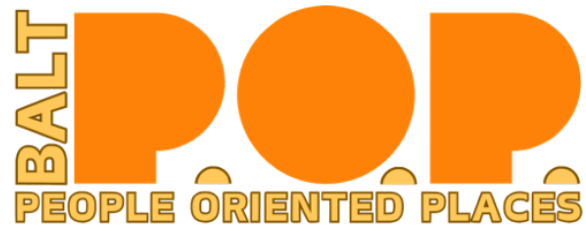
MGA 2025 Testimony Bill SB0395 (Transportation and

Uploaded by: Michael Scepaniak

Position: FAV

Bill: SB0395

Bill Title: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)



Position: **Favorable**

Members of the Senate Budget and Taxation Committee,

As a group which views public transit and active transportation as being preferred modes of transportation for maximizing the appeal and productivity of Baltimore and its closest-in suburbs, we feel that SB0395 is a very necessary bill whose time has come.

Over the course of the past couple general assembly sessions, it has become obvious that dollars available for our transportation system are proving to be scarce. We need to make the best use of these infrastructure dollars. To do that, it is important to focus our investments on projects that meet state and regional goals to strengthen our economy, advance equity, improve mobility, and fight climate change.

This bill follows in the footsteps of similar legislation enacted in Colorado (2021) and Minnesota (2023), building off of lessons learned from their years of implementation. Colorado has had several years now to see their legislation yield tangible, positive impacts. It has guided their transportation investment decision-making in significant, needle-moving ways and has proven key to them breaking out of the perpetual and self-defeating cycle of highway expansions.

Highway expansions have proven to be a wasteful use of public dollars. According to a Central Maryland Transportation Alliance analysis of data from the Texas Transportation Institute, between 1982 and 2011, the Baltimore region increased highway lane miles by 76%. During that time, the region's population grew by 48% (from 1.7 million to 2.5 million). Even though road expansion far **outpaced** population growth (76% vs. 48%), traffic congestion got **worse**. One key measure, known as congested lane miles, increased from 31% to 58%, and the annual hours of delay per automobile commuter more than quadrupled from 9 hours a year to 41 hours a year. [1] This bill will prove critical in helping us break free of this self-destructive behavior, focusing our limited funds on only the most worthy and highest-yielding transportation projects.

This bill supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in vehicle miles traveled (VMT) by 2050 is necessary to meet the state's climate goals. Transformation of our transportation sector has proven to be slow and elusive. To be clear, vehicle electrification is only one part of the solution. Increasing our investments in public transit,

bikeways, pedestrian infrastructure, and other strategies that reduce automobile-based travel is needed to meet our climate goals.

This bill will require the Maryland Department of Transportation and regional transportation planning agencies to measure and **mitigate** any increases in VMT and climate pollution caused by any highway expansion project under consideration that will cost more than \$5 million.

The menu of possible mitigation actions is expansive, and will need to be prioritized for implementation in the overburdened and underserved communities (as defined by the Climate Solutions Now Act) most impacted by past highway projects. Such mitigation efforts will help expand people's transportation choices, offer high returns on investment, improve the ability of everyone in our communities to be happy and productive Marylanders, and strengthen the state's economy - all while reducing the long-term costs of our transportation system and reducing climate and other harmful air pollution.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of SB0395**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

[1] Eric Norton and Brian O'Malley. "Opinion: More Roads Mean More Congestion". September 4, 2019.

<https://www.marylandmatters.org/2019/09/04/opinion-more-roads-mean-more-congestion/>

ESLC_SB0395_Favorable_1.27.25.pdf

Uploaded by: Owen Bailey

Position: FAV



Committee: Environment and Transportation Committee

Testimony on: SB0395 - "Transportation and Climate Alignment Act"

Position: Support

Hearing Date: January 29th, 2025

Dear Chair Guzzone and Committee Members:

Eastern Shore Land Conservancy (ESLC) supports SB0395, which would invest in public transit, bike and pedestrian infrastructure, and sustainable land use.

Our state faces several crises, including transportation funding, housing, and climate change. Over the past several decades, we have developed almost exclusively single-family detached housing and car-dependent transportation systems. The coupling together of the most expensive and least efficient type of housing with the most expensive and least efficient type of transportation system has led Maryland into these crises. Recent data for the Eastern Shore from the firm Urban3, contracted by ESLC, shows that walkable, mixed-use, and denser communities are far more valuable and have a significantly higher return on investment for our local and state governments than low-dense suburban communities.

Yet, Maryland still prioritizes car-dependent development models that are crushing the state and local governments in infrastructure maintenance. As Maryland's largest land trust, ESLC sees how highway expansion contributes to the loss of farmland and has hollowed out our historic downtowns and main streets in rural areas by diverting traffic away from local businesses. Instead of building expensive highway projects that have an extremely low return on investment that would further strain the state's budget deficit, the state should focus on maintaining our existing highway infrastructure to make it safer while also investing in less polluting and more affordable transportation choices that provide Marylander's with options.

SB0395 would require MDOT to offset greenhouse gas emissions from highway expansion projects over \$100 million by providing clean transportation alternatives to affected residents.

ESLC urges the Committee's FAVORABLE report on SB0395.

Respectfully,

Owen Bailey

Owen Bailey
Director of Land Use and Policy



SB0395_IndivisibleHoCo_FAV.pdf

Uploaded by: Peter Alexander

Position: FAV



SB0395

Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Testimony before Budget and Taxation

Hearing January 29, 2025

Position: Favorable

Dear Chair Guzzone, Co-Chair Rosapepe, and members of the committee, my name is Peter Alexander, and I represent the 800+ members of Indivisible Howard County. Indivisible Howard County is also an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today **in support of SB0395**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking. We thank Senators Hettleman and Gile for sponsoring this important legislation.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects and align the state's capital transportation budget with Maryland's climate goals as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

In addition to reducing climate pollution, **SB 395** would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,000 per household each year on vehicle costs](#). 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 air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We respectfully urge a favorable report.

Peter Alexander, PhD
District 9A
Woodbine, MD 21797

Testimony - SB395 -CTA -Support-Phil Webster-UULM-

Uploaded by: Phil Webster

Position: FAV



Unitarian Universalist Legislative Ministry of Maryland

Testimony in Support of SB 395 Climate and Transportation Alignment Act of 2025

TO: Chair Guzzone and members of the Budget and Tax Committee
FROM: Phil Webster, PhD, Lead Advocate, Climate Change
Unitarian Universalist Legislative Ministry of Maryland.
DATE: January 29, 2025

The Unitarian Universalist Legislative Ministry of Maryland strongly supports **SB 395**, which would ensure that Maryland's transportation planning aligns with the state's climate, social, and economic goals.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects **AND** align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act of 2022. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

The UULM-MD is a faith-based advocacy organization based on Unitarian Universalist Values, including justice, equity, and interdependence. Working to mitigate, adapt to, and build resilience for climate change is central to our beliefs. The **Climate and Transportation Alignment Act** corresponds to both values. Expanding public transportation will benefit underserved communities with quicker and reliable access to employment, education, health care services and shopping. Reducing vehicle miles driven will contribute to meeting the greenhouse gases mandate in the Climate Solutions Now Act of 2022.

The Climate and Transportation Act would protect our health, reduce traffic congestion, and save consumers money—an average of more than \$3,000 per household each year on vehicle costs. 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 395.

UULM-MD c/o UU Church of Annapolis 333 Dubois Road Annapolis, MD 21401 410-266-8044,

www.uulmmd.org info@uulmmd.org www.facebook.com/uulmmd www.Twitter.com/uulmmd

SUPPORT_SB 395 - Transportation Climate Alignment

Uploaded by: Ramon Palencia-Calvo

Position: FAV



Kim Coble
Executive Director

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Bonnie L. Norman

January 27, 2025

SUPPORT: SB 395 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Chair Guzzone, Vice-Chair Rosapepe, and Members of the Committee:

Maryland LCV supports SB 395 - Transportation and Climate Alignment Act of 2025 (TCA) - and we thank Senators Hettleman and Gile for their leadership and commitment to reducing harmful pollution, improving access to jobs and essential services, and creating affordable and clean transportation choices for Maryland residents.

Transportation is the largest contributor to greenhouse gas emissions in Maryland and the second-largest expense for families after housing, with its associated pollution disproportionately impacting communities of color and low-wealth communities. Tailpipe emissions, filled with carcinogens, particulate matter, and soot, significantly increase the lifetime risk of cancer, asthma, and heart disease, exacerbating health disparities in vulnerable populations. Our reliance on highways has also led to worsening traffic congestion and air pollution. The TCA provides a solution by ensuring Maryland's transportation investments prioritize clean, affordable, and multimodal options that benefit all residents, addressing both environmental and equity concerns.

The TCA would enhance accountability by requiring the Maryland Department of Transportation (MDOT) to measure and reduce net greenhouse gas emissions from transportation projects, aligning investments with the state's climate goals. The bill prioritizes investments in safe and more equitable transportation like public transit, bike paths, and pedestrian infrastructure

Critically, the TCA ensures that overburdened and underserved communities—those most affected by highway projects and pollution—are prioritized for clean transportation investments. This approach will reduce the disproportionate impacts of air pollution and traffic congestion on these communities while creating healthier, more connected neighborhoods.

The TCA builds on proven successes in states like Colorado and Minnesota, where similar policies have already demonstrated significant benefits. Colorado, for example, has shifted investments toward bus rapid transit corridors and multimodal networks, reducing emissions by 1.5 million metric tons by 2030 and saving commuters \$40 billion by 2050. Maryland can adopt this legislation to achieve similar outcomes.

In closing, the Transportation and Climate Alignment Act is a forward-thinking policy that ensures Maryland's transportation system meets the needs of all communities while tackling the urgent challenge of climate change. This legislation paves the way for a safer, more sustainable, and more equitable future for Maryland.

Maryland LCV strongly urges a favorable report on this critical bill.

Testimony in support of SB0395 - Major Highway Cap

Uploaded by: Richard KAP Kaplowitz

Position: FAV

01/29/2025

Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON SB#/0395 - POSITION: FAVORABLE

**Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans
(Transportation and Climate Alignment Act of 2025)**

TO: Chair Guzzone, Vice Chair Rosapepe and members of the Budget and Taxation Committee
FROM: Richard Keith Kaplowitz

My name is Richard Keith Kaplowitz. I am a resident of District 3, Frederick County. I am submitting this testimony in support of SB#/0395, Major Highway Capacity Expansion Projects - Impact Assessments and Mitigation Plans (Transportation and Climate Alignment Act of 2025)

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. There have been case studies about the effectiveness of doing this work in transportation projects. ¹

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#/0395

¹ https://www.environment.fhwa.dot.gov/env_initiatives/pel/pubcase_6001.aspx

SB 395_Maryland Catholics for Our Common Home_FAV.

Uploaded by: Robert Simon

Position: FAV



Hearing before the Senate Budget and Taxation Committee
Maryland General Assembly
January 29, 2025

**Statement of Support (FAVORABLE)
of Maryland Catholics for Our Common Home on
SB 395, Transportation and Climate Alignment Act of 2025**

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 upon, the teachings of the Catholic Church relating to care for creation and respect for all life. MCCH is a grassroots voice for the understanding of Catholic social teaching held by a wide array of Maryland Catholics. In the 2024 Legislative Session, 570 Maryland Catholics from 22 different Catholic parishes and religious communities across the State joined together through MCCH to support several key environmental bills under consideration by the General Assembly. MCCH is independent, though, and should be distinguished as an organization from the Maryland Catholic Conference, which represents the public policy positions of the bishops who lead these three dioceses.

MCCH would like to express its strong support for passage of Senate Bill 395, the Transportation and Climate Alignment Act of 2025. 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 395 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.

It would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options—like public transit, bike paths, and pedestrian infrastructure—and prioritize investments in overburdened and underserved communities.

These new policies and requirements will expand and improve transportation choices, which will contribute to an integral improvement to the quality of human life, especially for the poor. These improvements include reduction in traffic congestion (which contributes to air pollution) and reduced traffic injuries and fatalities, in addition to reducing the climate pollution that leads to harmful environmental consequences that are borne disproportionately by vulnerable citizens and

communities. These provisions of Senate Bill 395 will help our State to meet the environmental and moral imperatives of aligning 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 395.

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.

SB0395_TCA_FAV_ClimateCC.pdf

Uploaded by: Sonia Demiray

Position: FAV



SB0395 - SUPPORT

Sonia Demiray
Climate Communications Coalition
sonia@demirayink.com
202-744-2948

Testimony on SB 395
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee
January 29, 2025

My name is Sonia Demiray, I am the Executive Director of the Climate Communications Coalition, a member of the Mid-Atlantic Justice Coalition, and enrolled in a graduate degree on Forests and Climate Change at Oregon State University. The Climate Communications Coalition strongly supports SB0395.

It is absolutely imperative that we align the biggest source of pollution in Maryland – transportation - with our climate goals. As of January 25, 2025, the average level of carbon dioxide (CO₂) in the atmosphere was [423.3 parts per million \(ppm\)](#), up from 280 ppm from pre-industrial revolution and comparable only to the Pliocene Climatic Optimum, which occurred over 4 million years ago. Continuing business as usual, and accumulating additional greenhouse gases through transportation will only exacerbate dangerous, expensive, and unpredictable weather events. CO₂ can stay in the atmosphere for [hundreds of thousands](#) of years and we are simply adding to the crisis if we don't reduce emissions.

In addition to reducing pollution, SB0395 would protect our health, reduce traffic congestion, and save consumers money - [an average of more than \\$3,000 per household each year on vehicle costs](#). It will improve and expand public transit, create a protected bike infrastructure, expand broadband access, and locate jobs and amenities near where people live and near transit to reduce Vehicle Miles Traveled (VMT) by Marylanders. Currently many Marylanders are stuck in traffic for hours each week. This bill would start mitigating this polluting waste of time and modernize our infrastructure.

Moreover, 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. The Transportation and Climate Alignment Act of 2025 will ensure that future transportation projects align with the stated goals of reducing emissions by expanding clean transportation. 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. We urge a favorable report on SB0395.

###

Testimony SB 395 - TCA.pdf

Uploaded by: Terrence Fitzgerald

Position: FAV



**Testimony on SB 395
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee**

Date: January 29, 2025

Position: SUPPORT

Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of over 900 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and the issues of pollution and toxic effects on health, as seen through the intersectional lens of environmental, racial and social justice.

CPSR strongly supports SB 395, which would cut pollution from Maryland’s highway system by investing in public transit, walking, and biking.

Climate chaos represents an extremely serious threat to our civilization. We are not talking about inconveniences, but very serious changes to the livelihoods of many in the world. The massive fires and hurricanes that we have seen in our country are only part of the picture. Droughts and heat emergencies in some regions and floods and sea level rise in others are already resulting in migrations that destabilize nations and trigger wars. As these impacts multiply, there is a real risk of catastrophic changes to our civilization. However, our society is just not taking these threats seriously, as evidenced by our limited policy changes and our failure to fully and rapidly enact those limited changes.

According to the Maryland Department of Transportation, the current statewide emissions inventory “shows that on-road transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions.”¹ It is therefore appropriate that we address these particular greenhouse gas [GHG] emissions as we try to limit our contribution to climate change. The **Transportation and Climate Alignment Act** is one step to doing this. It presents MDOT with significant tasks. But if we are going to take the climate crisis seriously, then we are called upon to take serious action.

Our motto at CPSR, and a fundamental principle of public health, is that **we must prevent what we cannot cure**. The eminent German physician and legislator Rudolf Virchow opined that “politics is nothing else but medicine on a large scale.” Therefore, we physicians call on you legislators to join us in working to prevent what we cannot cure by taking the step of giving a **favorable report on SB 395**

Terrence T. Fitzgerald, MD

¹[https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=88#:~:text=The%20current%20statewide%20emissions%20inventory,\(rail\)%20represents%20another%204%20percent](https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=88#:~:text=The%20current%20statewide%20emissions%20inventory,(rail)%20represents%20another%204%20percent)

Testimony on SB 395 Transportation and Climate Ali

Uploaded by: William Reid

Position: FAV

Testimony on SB 395 by Dr. William Reid (Frederick County, Maryland)
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee
Date: January 29, 2025
Position: SUPPORT

Good morning, Chair, Vice Chair, and Senate **Budget & Taxation Committee** members; my name is William Reid. I am a resident of Frederick, Maryland, a leader and board member of Progressive Maryland (PM), the Chair of Frederick Progressives (FCP), and a representative of the Sierra Club (Catocin Group), Mobilize Frederick, and their partners. We strongly support **SB 395**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. The **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare by prioritizing projects that expand public transit and active transportation infrastructure.

SB 395 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For significant highway expansion projects over \$100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

Specifically, a PM and FCP priority is the western expansion of the MARC commuter train service into Frederick, Maryland. We envision that this western expansion will offer mid-day and weekend service to ensure that every Marylander has equitable access to jobs, education, and healthcare and to stimulate economic opportunities in Frederick County and our state.

In addition to reducing climate pollution, **SB 395** would protect our health, reduce traffic congestion, and save consumers money. 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 stimulate economic opportunities, reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a **favorable report on SB 395**.

SB0395 - OPPD - LOSWA - Transportation Climate Ali

Uploaded by: Patricia Westervelt

Position: FWA

January 29, 2025

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

RE: Letter of Support with Amendments – Senate Bill 395 – Transportation and Climate Alignment Act of 2025

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) supports the intent of Senate Bill 395 to more closely align Maryland’s transportation investments and climate goals and looks forward to supporting the bill with amendments. Transportation is a significant contributor to greenhouse gases in the State and the Maryland Climate Solutions Now Act requires reductions from the transportation sector. The Moore-Miller Administration is committed to meeting the state’s climate goals while growing the economy and meeting Marylanders’ transportation needs. MDOT believes SB 395 can help us accomplish these goals.

As introduced, SB 395 requires MDOT to evaluate the major highway expansion projects for their impacts on vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) and to develop and implement a corresponding multimodal transportation program to offset any increases in VMT and GHG due to corridor capacity expansion. The bill also requires MDOT to evaluate its full portfolio of major expansion projects in the Consolidated Transportation Plan (CTP) for total impacts on VMT and GHGs and, to the maximum extent practicable and subject to appropriations, to fund projects and programs that offset any impacts such that the total impact of the expansion portfolio reduces GHG emissions to be in line with reductions identified as needed from the transportation sector in the State’s Carbon Pollution Reduction Plan. Finally, the Bill directs MDOT to create the technical capacity and internal processes to carry out the work including updating the Maryland Statewide Transportation Model.

Since last session, MDOT has worked collaboratively with the bill sponsors and environmental partners to identify an approach that balances environmental goals, statewide transportation needs, and implementation considerations. While this approach is not wholly represented in the bill before the Committee today, MDOT understands that the sponsor will introduce amendments consistent with these discussions. [MDOT supports the bill with the sponsor’s amendments.](#)

MDOT believes that the overall approach to addressing GHG emissions from the transportation sector outlined in Senate Bill 395 is reasonable and that the amended bill strengthens these approaches by clarifying the legislation’s scope and improving implementation as MDOT

The Honorable Guy Guzzone
Page Two

considers major projects and its overall investments in the CTP. MDOT looks forward to working with the Committee to discuss these amendments as we seek a course that moves the State forward towards its economic, transportation, and environmental goals.

Respectfully submitted,

Joe McAndrew
Assistant Secretary, Planning and Project
Development
Maryland Department of Transportation
410-865-1006

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

SB395_Hettleman_FAV.pdf

Uploaded by: Shelly Hettleman

Position: FWA

SHELLY HETTLEMAN
Legislative District 11
Baltimore County

Chair, Rules Committee
Budget and Taxation Committee

Subcommittees
Capital Budget
Health and Human Services
Chair, Pensions

Joint Committees
Senate Chair, Audit and Evaluation
Senate Chair, Pensions



James Senate Office Building
11 Bladen Street, Room 220
Annapolis, Maryland 21401
410-841-3131
800-492-7122 Ext. 3131
Shelly.Hettleman@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

TESTIMONY OF SENATOR SHELLY HETTLEMAN
SB 395 - TRANSPORTATION - MAJOR HIGHWAY CAPACITY EXPANSION
PROJECTS AND IMPACT ASSESSMENTS
(Transportation and Climate Alignment Act of 2025)

According to the US Bureau of Transportation Statistics, transportation is the second highest expense for most Americans after housing. From car purchases to gas prices to maintenance and repair costs, people across the country are struggling to economically navigate our car-dependent infrastructure.

Maryland is no different. A recent study found that **88%** of Marylanders support the state expanding public transportation and multimodal transportation options, thereby giving people new ways to travel, whether by train, bus, biking, or walking. Additionally, of the respondents from rural Maryland communities, **83%** supported investing in the expansion of transportation choices. In short, Marylanders want more transit options—options that save time and money, and, in the cases of walking and biking, promote public health.

On top of transportation's costs, it is the **largest** source of greenhouse gas emissions, which are the driving force behind anthropocentric climate change. Avoiding the worst effects of climate change—from extreme weather to sea-level rise to crop failures and animal extinctions—requires swift and significant reductions of our carbon footprints.

Therefore, Senate Bill 395 has two aims. First, this bill encourages better state investment in multimodal transit so that Marylanders have more affordable and accessible transportation options and spend less time in traffic. Second, by encouraging low-emission public transportation, biking, and walking, the bill offers a meaningful step toward accomplishing our state's Climate Pollution Reduction Plan, which calls for a **60%** reduction in greenhouse gas emissions (from 2006 levels) by 2031, **100%** clean energy by 2035, and “net-zero” emissions by 2045.

SB 395, which is prospective rather than retrospective, has two components respective to its aims. First, it increases accountability and transparency regarding the state's six-year capital transportation budget by requiring the Maryland Department of Transportation (“MDOT”) to measure the climate pollution from all major capital projects in the budget. These are projects with total costs exceeding \$100 million. However, projects that have been reviewed under the guidelines of the Environmental Policy Act before July 1, 2025, are exempt from this bill's required greenhouse gas emission measurements.

Second, the bill requires MDOT to allocate available funding toward additional public transit, bike, and pedestrian infrastructure projects that support Maryland's climate targets. The people of Maryland want to achieve these climate goals. Indeed, the above study also found that **78%** of Marylanders support our state investing in public transportation and multimodal transit infrastructure that offset the greenhouse pollution arising from increased driving.

To be clear, Senate Bill 395 is not about eliminating highway expansion projects. Rather, the bill endorses ***ecologically conscious*** planning of new highway projects. As such, the bill requires that emissions arising from new major highway projects are offset by concurrent developments in multimodal infrastructure, including bus and train lines, bikeways and walkways, and telecommuting infrastructure. Moreover, SB 395 mandates that MDOT prioritize multimodal developments in marginalized and underserved communities—especially those impacted by major highway projects.

As this committee is aware, the Transportation and Climate Alignment Act came extremely close to passing last year. The bill passed this committee, passed the House, and passed a second reading on the Senate floor but did not reach final passage in time on Sine Die. MDOT also expressed concerns about the Act's terms last year. As we reintroduce the Transportation and Climate Alignment Act, we want to thank MDOT for working with us and SB 395's advocates to update the bill's terms. There is now consensus that SB 395 is a vital step toward increasing affordable transportation for all Marylanders while mitigating the worsening risks of climate change. Thank you for considering Senate Bill 395.

SB 395_MDCC_Transportation and Climate Alignment A

Uploaded by: Hannah Allen

Position: UNF



LEGISLATIVE POSITION:

Unfavorable

Senate Bill 395

**Transportation - Major Highway Capacity Expansion Projects and Impact Assessments
(Transportation and Climate Alignment Act of 2025)**

Budget and Taxation Committee

Wednesday, January 29, 2025

Dear Chair Guzzone 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 7,000 members and federated partners working to develop and promote strong public policy that ensures sustained economic health and growth for Maryland businesses, employees, and families.

Imposing the mandates outlined in Senate Bill 395 will bring highway capacity expansion to a halt, effectively eliminating and discouraging many needed expansion projects. Additionally, existing processes established under the National Environmental Policy Act and the state's Consolidated Transportation Program already guide state and local decision-making, ensuring a balance between essential transportation projects and climate objectives.

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 395 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 395**.

MDCHAMBER.ORG

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



SB395 - Oppose - Maryland Motor Truck Association.

Uploaded by: Louis Campion

Position: UNF

Maryland Motor Truck Association



NOTHING WITHOUT
TRUCKING 

HEARING DATE: January 29, 2025

BILL NO/TITLE: Senate Bill 395: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

COMMITTEE: Budget & Taxation

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 SB395 will have on our region's congestion mitigation efforts.

Safe and reliable truck movements form the backbone of economic growth in the United States. Trucks are the hub of the state's distribution wheel as they support the manufacturing, agricultural, and retail industries. Motor carriers are directly affected by congestion through increased operating costs. Traffic congestion results in wasted fuel (6.4 billion gallons in 2022), 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 2022, the annual cost of congestion to the industry reached an all-time high of \$108.8 billion. **This lost productivity is the equivalent of 430,000 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 that has represented the trucking industry since 1935. In service to its 900+ 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) 443-623-5663

SB 395_MTBMA_UNF.pdf

Uploaded by: Michael Sakata

Position: UNF



January 29, 2025

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

RE: SB 395 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Dear Chair Guzzone 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 395 would create an additional process for all major highway capacity expansion projects where total costs would be over \$5 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 395.

Thank you,

A handwritten signature in black ink, appearing to read "Michael Sakata", is written over a thin, light-colored line.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

MD_Calc_Detailed_Results_ACC2_Scenario.pdf

Uploaded by: Miguel Moravec

Position: INFO

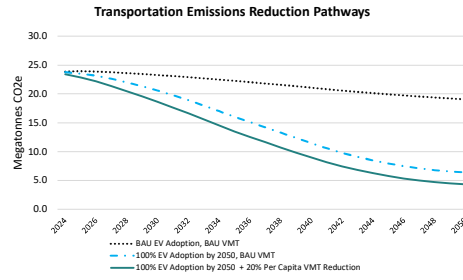
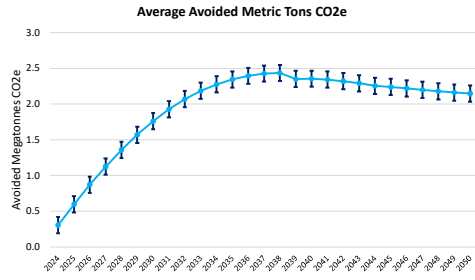
Benefits of a 20% Per Capita VMT reduction by 2050 in Maryland, given 100% EV Adoption by 2050

DETAILED RESULTS

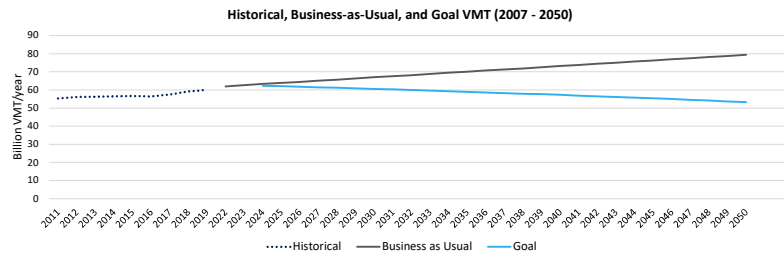
CLIMATE IMPACT

| 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. |

Scroll Down →

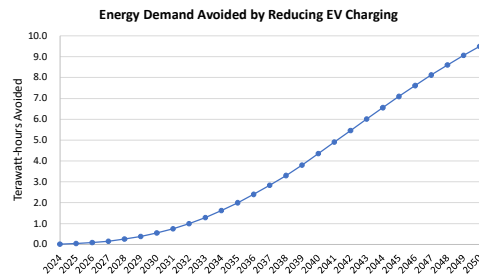
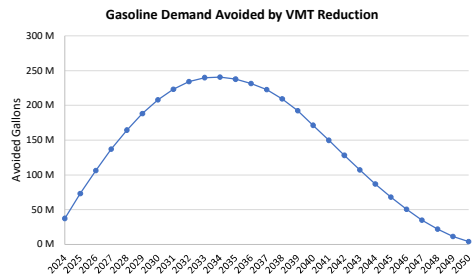


| Category | Annual (Average) | Cumulative (2024 - 2050) | Why This Matters |
|---------------------|------------------|--------------------------|---|
| Avoided VMT (miles) | 13,187,890,550 | 356,073,044,862 | By 2050, the cumulative reduction in VMT would be the same as 745,235 round trips from the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

Scroll Down →

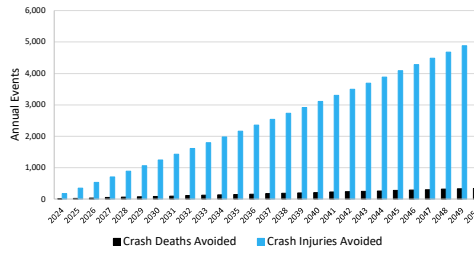
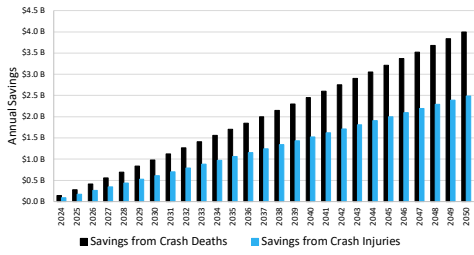


AVOIDED CRASHES

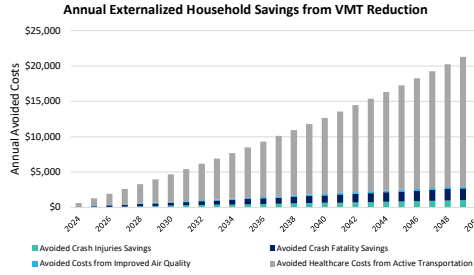
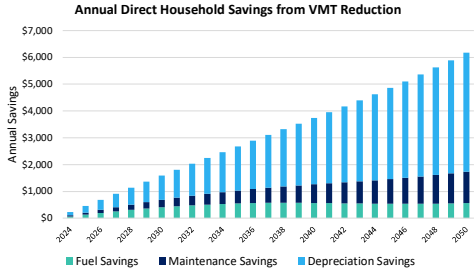
| Category | Annual (Average) | | Cumulative (2024 - 2050) | | Why This Matters |
|--------------------------|------------------|-----------------|--------------------------|------------------|--|
| | Events | Savings (\$) | Events | Savings (\$) | |
| Avoided Crash Fatalities | 171 | \$2,023,022,410 | 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

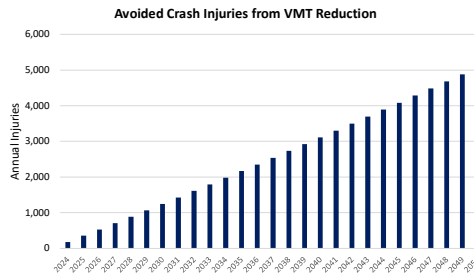
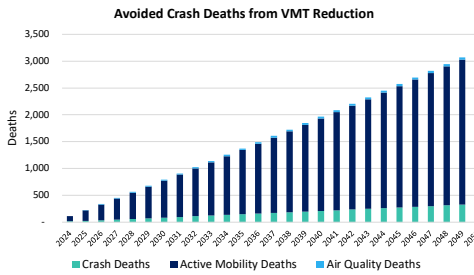
Avoided Crash Injuries and Deaths



| 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. |



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 |
|----------|------------------|--------------------------|------------------|
|----------|------------------|--------------------------|------------------|

Scroll down →

| | 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. |

RMI MD TCA Testimony 2025 Senate.pdf

Uploaded by: Miguel Moravec

Position: INFO



RMI
1850 M St NW, Suite 280
Washington, DC 20036

Committee: Budget and Taxation Committee
Testimony on: SB 395, “Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)”
Position: Informational
Hearing Date: January 29, 2025

Members of the Committee,

RMI is a nonpartisan, nonprofit organization working to secure a clean, prosperous, zero-carbon future for all by leveraging market-driven solutions. RMI is providing INFORMATIONAL testimony on SB 395.

Marylanders face soaring transportation expenses. According to a 2024 report from the American Automobile Association (AAA), the annual cost of car ownership is at an all-time high of \$12,297 per year per vehicle. The average Maryland household has approximately 2 vehicles, doubling this expense.

Maryland is also not on track to meet its climate goals. According to the Department of Transportation’s (MDOT) 2023 Carbon Pollution Reduction Plan, the state must further expand clean transportation choices and reduce Vehicle Miles Traveled (VMT) by 20% per capita to achieve climate alignment.

However, MDOT forecasts that current “strategies in progress,” although helpful, are not enough to achieve the needed VMT reductions, increasing both household costs and climate pollution.

The enclosed results show our analysis of the benefits to Marylanders if MDOT were to adopt new policies and strategies to achieve its 20% per capita VMT goal by 2050. These potential benefits include:

- **\$3,081 of average household savings per year** from reduced vehicle operating costs and depreciation, adding up to **\$62 billion in direct cost savings** for Marylanders by 2050
- 55 million metric tons of cumulative CO2e savings
- 171 fewer car crash fatalities on average per year
- 1,420 fewer deaths on average per year from cleaner air & increased physical activity
- 26 hours of annual time savings per resident from congestion relief

Our peer-reviewed methodology is available online at the RMI ‘Smarter MODES Calculator’ webpage for the Committee’s convenience.

Signed,

Miguel Moravec
Senior Associate
RMI